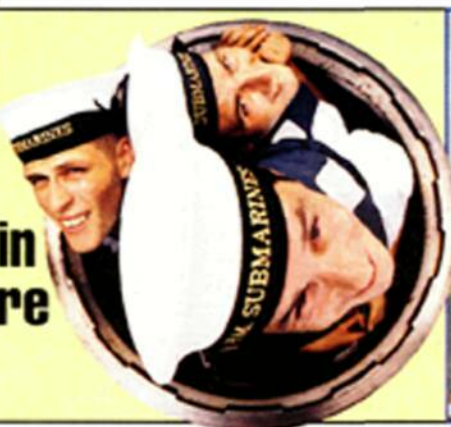


Heading for a run ashore in Singapore

page 19



Britannia's golden age

pages 34-35



New submarines will never need refuelling

A-TEAM HAS NO END OF ENERGY

Artist's impression of an Astute-class submarine. The forward layout resembles that of the Vanguard class, while aft they will look like their predecessors in the Trafalgar class. The names of all three begin with the letter A – Astute, Ambush and Artful.

THREE new submarines ordered for the Royal Navy will never need refuelling.

The Astute-class nuclear fleet boats due to come into service in the middle of the next decade will be powered by Rolls-Royce PWR2 reactors with cores designed to last the lifetime of the submarines' hulls – 25-30 years.

That offers the double benefit of significant savings and "a major gain in operational availability".

The £2bn order from GEC-Marconi at

the VSEL shipyard at Barrow also marks the first time the MOD has procured warships with one prime contractor for design, build and in-service support.

HMS Astute, Ambush and Artful – formerly known as the Batch 2 Trafalgar class – will replace the ageing Swiftsure-class SSNs – the first of which entered service in 1973.

Quieter

In the longer term two more may be added to their number, it being planned to retain the current force level of 12.

Somewhat larger than the Trafalgars, in appearance they resemble the Vanguard class from the front and the Trafalgar from the rear. They are designed to be a lot quieter than the latter – quieter even, "for a large part of their performance", than the decommissioned Upholder-class conventional submarines.

They will be "far more sustainable and supportable" than the Trafalgars – which have themselves already proved their capability for very long range solo deployments.

Armed with the Spearfish torpedo, Sub Harpoon anti-ship missiles and Tomahawk cruise missiles, they will also have a shallow water capability.

■ Extending their reach – page 14.

Harriers over Iraq

FOR THE first time, Sea Harriers have joined other NATO aircraft in combat air patrols over Iraq in support of the UN policing mission Operation Jubal.

The Naval fighters were flown from HMS Illustrious (pictured here in the Gulf) as were RAF Harrier GR7s; embarked in a carrier for the first time for operational purposes.

■ See page 19.



8 rescued as fishing boats sink

EIGHT fishermen were saved and a further eight people died or are missing, feared drowned, in a spate of incidents involving Royal Navy rescuers around Britain's coasts.

All the incidents occurred within eight days in March. In one case, the Executive Officer of the frigate HMS Campbelltown had to jump for his life into the North Sea when the fishing vessel he was attempting to keep afloat began to sink beneath him.

In another, two fishermen were saved by

■ Turn to page 18

Drake and Nelson figure in big sell-off

HISTORIC Naval memorabilia is expected to fetch a total of more than £180,000 in a series of separate auctions taking place during March and April.

In a Sotheby's sale that has already taken place, a 17th century pocket globe showing Sir Francis Drake's route around the world was bought for a private collector for £62,000.

On March 18, a panel believed to

be from Nelson's funeral carriage was sold for £51,750 by Spink and Son. The funeral car which carried Nelson's body from Whitehall to St Paul's was built to a design inspired by HMS Victory.

The funeral evoked such emotion that sailors around the massive coffin broke ranks and fell upon Victory's ensign, tearing off strips as souvenirs.

At Bonham's £5,060 was paid for a

reddish lock of Nelson's hair accompanied by a snip of hair believed to be Lady Hamilton's.

They were sold with a letter from Nelson's daughter to a contact in the Admiralty after she had burned her son's call-up papers. The lock of Nelson's hair may have been a bribe to let his grandson off.

At a sale on March 25, medals and insignia awarded to Jane Austen's Admiral brother, Francis, were

expected to fetch £35,000 at a sale by Dix, Noonan and Webb.

On April 10, an artificial sprig of holly which once cheered up Antarctic explorers Capt Scott and Sir Ernest Shackleton could make £1,500. The sprig and a tiny plum pudding were produced by Shackleton on Christmas Day 1902, during his gruelling attempt with Scott to reach the South Pole.

Although suffering from starvation

and exhaustion, the explorers travelled 200 miles further south than any who had tried before, and a small stone inscribed to that effect is also on sale and likely to fetch £800.

In the same sale, eight paintings of Shackleton's 1914-17 expedition are expected to make over £30,000. They were painted by the expedition's official artist, George Marston, and include pictures of Sir Ernest's ship *Endurance* trapped in the ice.

COURT-MARTIAL CHANGES ADDRESS EURO CONCERN

NAVY LEGAL experts believe that changes in the British court martial system coming into force on April 1 have addressed misgivings expressed recently by the European Court of Human Rights.

The court judged that a former soldier of the Scots Guards had been tried by a court-martial which breached the European Convention on Human Rights in that it was not held before an independent and impartial tribunal.

The judgment was followed by widespread news media reports that courts martial were illegal and those tried by the system in the recent past would be paid large sums in compensation.

However, the European Court declined to award the soldier compensation and his conviction stands. The court also "noted with satisfaction that the United Kingdom authorities had made changes with a view to ensuring the observance of their Convention commitments."

Top award for historic warships

FLAGSHIP Portsmouth – the collection of Trusts which runs the city's historic ships and dockyard – has won a top award for its education service.

Admiral of the Fleet Sir Julian Oswald presented a Sandford Award to Flagship Portsmouth and 19 other organisations on board the preserved Victorian battleship HMS Warrior.

The awards are made annually to heritage properties in recognition of outstanding contributions to heritage education.

Prince's Trust volunteers visit Marines

ROYAL Marines of 539 Assault Squadron showed the ropes to a team of Prince's Trust volunteers from the organisation's Torbay District branch when they visited the squadron's HQ at Turnchapel, Plymouth.

Major Steve Wilson, Officer Commanding, welcomed the volunteers, aged 16-25, who were given the chance to ride in the squadron's boats and hovercraft.

Prince's Trust volunteers undertake a personal development programme through teamwork in the community. Their 12-week course is undertaken with the guidance of a team leader.

Service lawyers say that statement means that the package of reforms of the court-martial system following the passing of the Armed Forces Act 1996 – with cross-party support – appear to have put matters right.

New authority

Main changes include the establishment of an independent Naval Prosecuting Authority headed by a Commander, with sole responsibility for the decision to prosecute and the framing of charges for cases to be tried at court-martial.

A Court-Martial Management Cell has also been set up under the authority of the Court Administration Officer, a senior civil servant. The Cell will be responsible for the administration of trials including the selection of court members and the extension of rights of appeal to the Court Martial Appeal Court comprising three civilian judges.

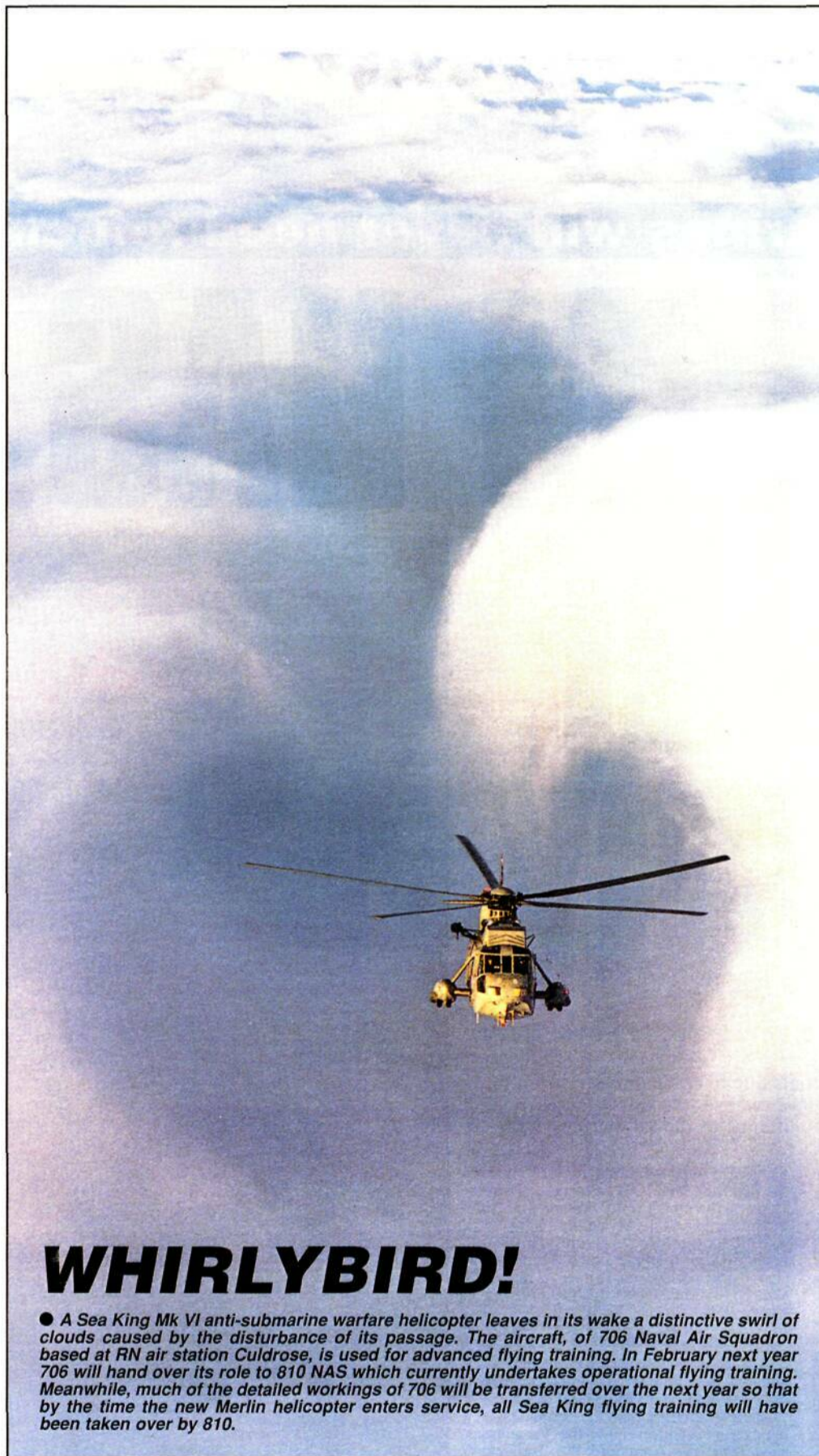
Ratings may still opt for court-martial when facing dismissal, detention or disrating, while civilians have a right to jury trial only for certain offences or if facing more than six months in jail.

Legal aid

Service personnel also have a right to apply for legal aid to employ a civilian lawyer or to choose a Service barrister free of charge – an option not open to civilians. Forces personnel also have the right to petition the Admiralty board against conviction and/or sentence.

While there is no automatic review of cases tried in civilian courts, all cases tried before courts-martial are automatically reviewed by the Naval Secretary who is advised in contested cases by the Judge Advocate of the Fleet, a civilian judge.

Court-martial trials continue to be held in accordance with the laws of evidence of England and Wales.



WHIRLYBIRD!

● A Sea King Mk VI anti-submarine warfare helicopter leaves in its wake a distinctive swirl of clouds caused by the disturbance of its passage. The aircraft, of 706 Naval Air Squadron based at RN air station Culdrose, is used for advanced flying training. In February next year 706 will hand over its role to 810 NAS which currently undertakes operational flying training. Meanwhile, much of the detailed workings of 706 will be transferred over the next year so that by the time the new Merlin helicopter enters service, all Sea King flying training will have been taken over by 810.

Mrs Mops join Newcastle for sea sweep

SIX CIVILIAN cleaning ladies from a contract company joined the Type 42 destroyer HMS Newcastle during her three months of post-refit trials, it has emerged.

A spokeswoman for the Navy said current manpower pressures had resulted in the cleaners being invited to stay on board for longer than usual when the ship emerged from refit at Rosyth Royal Dockyard in November.

She said: "The six cleaners seemed to enjoy their unusual task which freed members of the ship's company from routine cleaning jobs and allowed them to concentrate on the trials."

"There was no question of them taking over sailor's jobs. They were on board purely for cleaning duties, and they seemed to have been glad of the experience."

She said the six had been disembarked in February.

Top-level Defence doctrine reshaped

A NEW DEFENCE doctrine which emphasises Joint Service planning and a wider range of mission types has been launched by Secretary of State for Defence Michael Portillo.

Introducing the newly published British Defence Doctrine, Mr Portillo said that until now there had been single-Service doctrines which set out the principles behind the projection of maritime, land and air power.

"But with the increasingly joint approach to warfare we have identified a need for an overarching, top-level doctrine which draws on single-Service experience and joint operations... In the past, the accepted wisdom has been spread throughout a range of publications. Now there is one top-level source document offering guidance, which is available to all officers."

Wider range

Mr Portillo also commented on the updating of the Defence Planning Framework, saying that for the past five years it had been built around three defence roles.

"We realise that the definition of three defence roles are beginning to be overtaken by continuing changes in the strategic environment – for example, in present circumstances they appear to place too much emphasis on the possibility of a major external threat to the UK. Correspondingly they do not sufficiently recognise the greater diversity of risks and the wider range of missions for which our forces and NATO now have to plan."

Internally, MOD had begun to place more emphasis on the type of mission in which it might be expected that British forces would become engaged.

Tournament switches to ITV channel

ROYAL Tournament organisers have decided to drop BBC TV coverage of the event for the first time in over 40 years. Instead they have turned to London Weekend Television to provide an ITV show.

A spokeswoman for the Tournament said LWT were paying "quite a bit more" than the BBC for screening the show which will run at Earls Court between July 15-27.

"We felt the BBC programme was a piece of reporting, whereas we really need to open the Royal Tournament to a wider audience," she said.

Apart from a screening on the first Saturday evening following the opening, LWT were considering whether to produce a behind-the-scenes documentary in addition, she said.

Among the events being considered for this year's Army-led show was a challenge match between ITV Gladiators and Service PT instructors.

Medical Services' 'teething problems'

CONCLUSIONS of a report by an all-party group of MPs that cost cutting had reduced the capability of the Defence Medical Service to support British Forces have been dismissed by the Under Secretary of State for Defence, Earl Howe.

Speaking in the Lords, he

said he acknowledged that morale in some areas of the DMS was fragile, but it was not a universal difficulty and in many areas morale was "good and improving all the time as the new structures settle down." Staff shortages were of concern, but the problems were manageable and were being addressed.

"We are confident of the DMS's ability to provide medical support for any likely military deployment involving British troops," he said.

The all-party Defence Select Committee report had described morale in the DMS as the lowest it had encountered in the Armed Forces, and concluded that the key issue was staff shortages which it maintained were a result of the Defence Costs Study.

The MPs called for an improvement in pay and conditions, and extra money to encourage recruitment and retention. More starkly, the committee said the Costs Study had not enhanced front-line medical services, but had "seriously impaired them."

Witnesses

The MPs took evidence on December 4 from witnesses including the Surgeon General, Surgeon Vice Admiral Tony Revell, and the Deputy Chief of Defence Staff (Programmes and Personnel), Air Marshal Peter Squire.

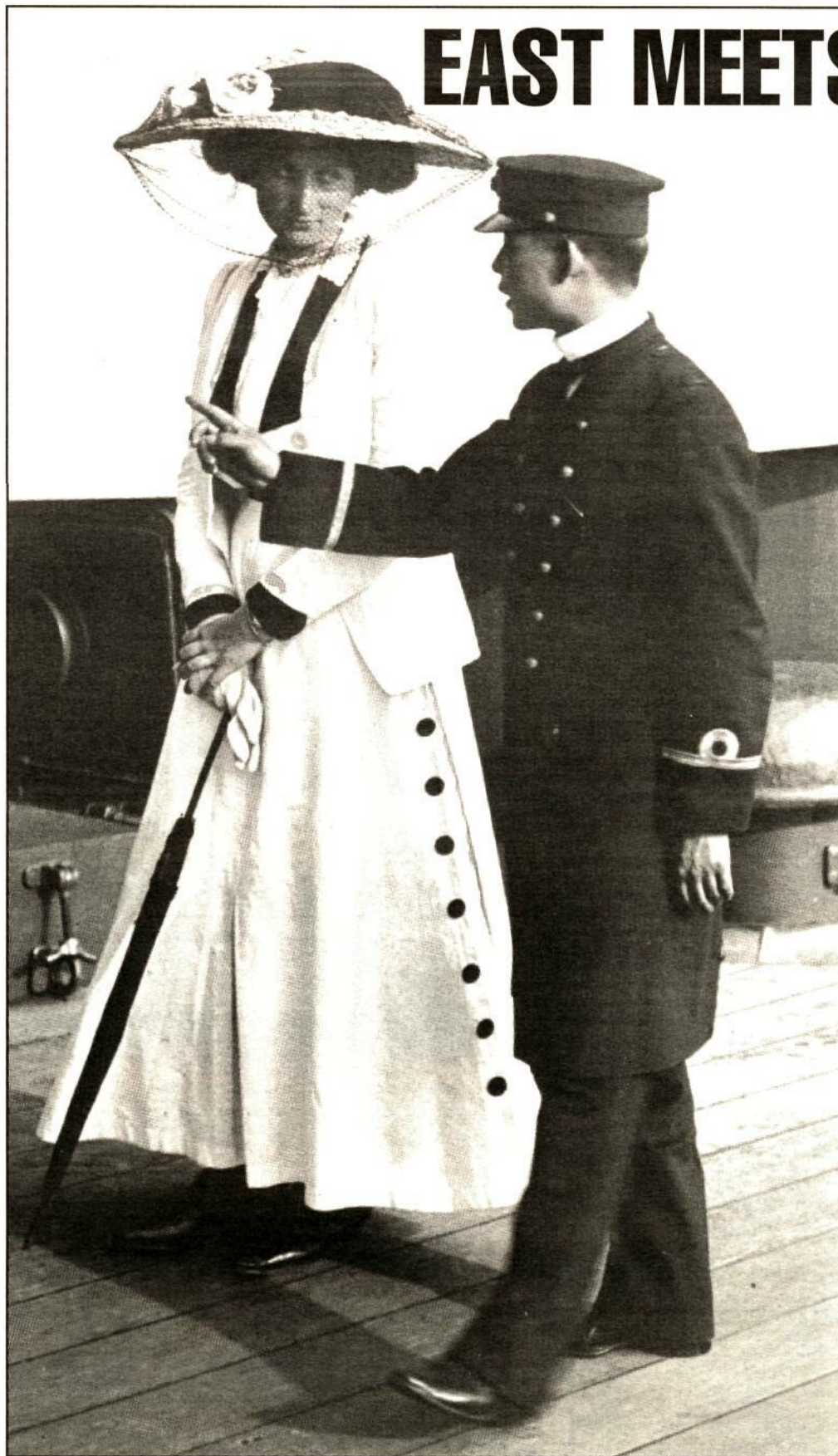
The committee reported that the DMS reduced from 9,461 personnel in 1990 to 6,946 in April 1996, and was due to come down to 5,722. After the Costs Study, the number of beds required was 777, about half of the 1990 total. But the actual number available was 557. At the main military hospital at Haslar, 230 beds were manned against a planned level of 375. Seventy further beds were available but could not be manned due to staff shortages.

However, the committee said they were struck by how the civilian and military management were very positive about the success of the Military District Hospital Units. They recommended that, if necessary, replacement civilian staff should be paid for to enable military staff at MDHUs to be absent for study leave, personal training and physical recreation.

The MPs said the Government should implement without delay the Armed Forces Pay Review Body report on medical and dental officers, adding: "We would also support the offer of financial incentives to staunch the haemorrhage of doctors and nurses from the Defence Medical Services."

In his reply, Earl Howe said that to help overcome nursing shortages, the Secondary Care Agency was planning to employ on contract additional staff at Haslar.

The real issue, he said, was recruitment and retention. Recruitment was generally satisfactory, and cadet schemes had increased the numbers of young officers attracted into the DMS, while short career commissions –



EAST MEETS WEST

SOMETHING familiar about that face, the tilt of the head and the upward cast of those big, beguiling eyes?

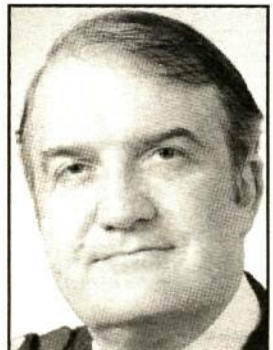
In a month that saw the Royal Navy's Ocean Wave 97 deployment move steadily eastward, Princess Diana was warned off from a proposed visit to the killing fields of Cambodia. Too dangerous, the Foreign Office said. Meanwhile speculation over China's plans for Hong Kong continued to mount in the media, together with uneasy predictions for the country's political and economic future following the death of Deng.

Back in 1911 one part of the Orient was already fast emerging from centuries of isolation on the world stage. In this remarkable photograph a young Japanese officer shows a coolly patrician English lady – who was she, we wonder? – around his warship during a visit to Portsmouth.

Japan then had a powerful modern navy – from the 1870s she had looked to Britain for naval instruction and warship design – which in 1905 had heavily defeated the Imperial Russian Navy at Tsushima, the first demonstration of 20th century seapower.

From cap to polished boots and in every detail of his uniform and demeanour he epitomises the Royal Navy traditions that made Nelson a cult figure in a country that had moved from a medieval society to superpower status in a little over 30 years. – From Images of Portsmouth by Sarah Quail and John Stedman (Breedon Books £16.95).

Falklands veterans group forms



SURG CAPT Rick Jolly, who commanded the Ajax Bay Field Hospital during the Falklands war, has been made Chairman of the South Atlantic Medal Association which forms up this month on the 15th anniversary of the invasion.

Nearly 30,000 medals were awarded after the campaign, the bulk of them to members of the RN, Royal Marines, Royal Fleet Auxiliary and Merchant Navy.

Primary purpose of SAMA82 is to maintain and promote the sense of pride and comradeship among all veterans of the campaign as well as to look out for their welfare interests.

"Perhaps most importantly for the majority of our members is also our strong desire to re-establish and strengthen their links with the people of the Falkland Islands," Surg Capt Jolly told Navy News.

Full membership, at a fee of £10, will be reserved for holders of the medal while associate membership will be available free of charge to one next of kin of those who died in the campaign. Island Membership, for a single payment of £10, will be given to those Falklanders who endured 74 days of Argentine occupation of their homes and lands in 1982.

If you qualify and would like to know more, write to PO Box 82, Blackwood, Gwent NP2 0YE for an application form.

currently only permitted in the RAF – were to be extended to the Navy and Army.

He said the Government would look positively on the AFPRB's recommendations on improvements in the pay and pensions of medical and dental officers.

Meanwhile urgent steps had been taken by the Secondary Care Agency to reduce the backlog of patients – something that had been inherited from the Service hospitals.

He said: "Teething problems after such change and upheaval are hardly surprising and all the time we must keep the operational capability of the DMS under review."

"The right structures are in place. It now remains for us to ensure that the progress that we have made over the past few months is maintained, built upon and properly funded."

In a new report on Defence spending, the Select Committee said there were grounds to reverse some cuts made under the Options for Change and Front Line First measures. The MPs said that the budget must at least be maintained in real terms in future years as any further reduction would jeopardise the defence of the realm.

Artificer's DSM

MEDALS of ERA Bertram Cornish, DSM who served in HM Submarine E11, one of the RN's most distinguished units in the World War I Balkans campaign against the Turkish-German alliance, have been presented to the RN Submarine Museum.

No cash to save treasures from Tudor RFA

THOUSANDS of Elizabethan artefacts from a unique wreck off Alderney cannot be recovered because of a lack of funds to keep them preserved ashore, Navy News has discovered.

The items, including racks of arquebuses – early muskets – and armour, were being carried in what appears to be an English military supply ship which foundered just half a mile off Alderney harbour in the 1590s.

Experts believe the importance of the wreck ranks with that of the Mary Rose, Henry VIII's warship, the remains of which were salvaged from the Solent and are now on display in Portsmouth Heritage Area.

Although many artefacts have already been raised from the Elizabethan ship, further excavations will have to await funding, said Royston Raymond of Alderney Maritime Trust.

The historical work to identify the ship, and last summer's excavations – including the recovery of the ship's rudder – were featured by the BBC2 science programme Horizon last month.

But speaking to Navy News, Royston Raymond of Alderney

Maritime Trust said there was not enough money to make further significant recoveries.

"Over 1,000 artefacts have been raised but there are still an enormous number down there," he said. "If we raise them without the funds to undertake the expensive job of preserving them, they will just rot away when exposed to the air for any length of time."

"What we need is a backer, so now we are concentrating on fund raising so that we can continue to pursue our investigations."

Mr Raymond said although the keel and lower timbers of the 80ft ship were still preserved in sand there were no plans to raise them as that would be too expensive. However, he did not rule out the construction of a replica for display with salvaged artefacts.

Among the items are rare examples of "apostles" for carrying charges of gunpowder, a gun carriage, shoes and Italian hemp still smelling of tar.

Anglo Dutch Marines accord

AN updated Memorandum of Understanding covering the long standing co-operation between the Royal Marines and the Royal Netherlands Marine Corps was signed by Chief of the Defence Staff Field Marshal Sir Peter Inge at the Hague last month.

The document made special reference to the UK/Netherlands Amphibious Force.

Said Sir Peter: "I am delighted we have now reached an agreement which will continue this prime example of effective European defence co-operation into the new millennium."

A Letter of Intent was also signed to develop and strengthen relations between the British and Dutch armies following on from "the extremely close working relationship developed in Bosnia".

Sir Peter attended a dinner in his honour at the Van Ghent RNMCM barracks, Rotterdam which was followed by a spectacular military tattoo.

Pay statement

Last month's report on pay and conditions stated that anyone failing to perform satisfactorily would not receive a pay rise. This refers only to progression up the new incremental pay ranges which will be introduced in April, 2000. Performance will in no way affect the annual pay award as recommended by the Armed Forces Pay Review Body. We apologise for any confusion. (See 'Jack' on page 6).

Drafty... Fleet Air Arm, Regulating and PT

Training starts to combat shortages

IN THE CURRENT manpower climate a variety of measures is being used to combat the shortages.

They are mainly aimed at the longer-term solutions, but in the short term, the situation can be relieved by retaining personnel.

The Commodore Naval Drafting can approve short extensions of service beyond normal terminal dates. So if personnel have already submitted their notice they can submit a request - or ask their Divisional Officer to obtain further details from their drafting section.

Sideways entry

Manpower shortages have inevitably led to difficulties in providing manning clearance for 'sideways entry' into branches such as the PT, Regulating, Family Services and Aircraftman and Aircraft Controller branches.

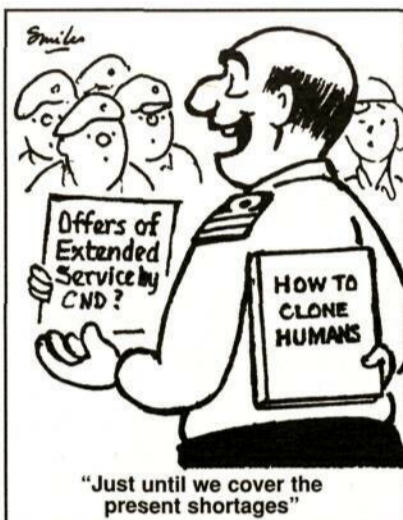
This increases the risk that these small but popular branches may also run into manning difficulties.

To reduce the risk, our internal procedures have been revised, but we have also asked each rating who has applied for a transfer to re-submit his request so that both manning and drafting clearance can be reviewed.

Personnel who are waiting for a transfer and who have not re-submitted their request should contact their Divisional Officer who will then contact the drafting section.

Preference Forms

In planning drafts, considerable effort is expended in matching professional skills to the requirements of available billets. In addition, each drafting section will take preferences into account as far as possible,



as they have been reported on drafting preference forms (C230s) and C240s.

Inevitably, some drafts will be disappointing, but interestingly, more than 90 per cent of ratings filling complement billets are in their preference area at any one time. Others have even taken advantage of the system to get a specific draft.

However, the inaccurate, out of date information of DPF and C240s continues to undermine our best efforts to get the right people in the right jobs, taking due regard of preferences.

The following 'league table' of current DPFs may illustrate the problem, although they may still be valid. The oldest extant DPFs at various rates are:

- ☐ CPO: March 11, 1976
- ☐ PO: May 7, 1981
- ☐ LH: November 10, 1987
- ☐ Able Rate: March 24, 1988

Personnel should remember that a DPF remains valid until it is changed by submitting another and C240s last for two years, or until they are cancelled. Be smart and keep us informed!

D3 - FAA, Regulators and PT Drafting Section

Since our last contribution to *Navy News* Cdr Bob Reeder, a former drafting officer himself, has relieved Cdr Richard Dore as the section's drafting commander.

All the FAA technical drafters have changed in the last 12 months and 50 per cent of the staff who draft FAA non-technical, PT and Regulator branches. While we have not been immune to drafting turbulence ourselves, current staff retain their traditional determination to provide a quality drafting service.

Several topical issues affect the current drafting plot.

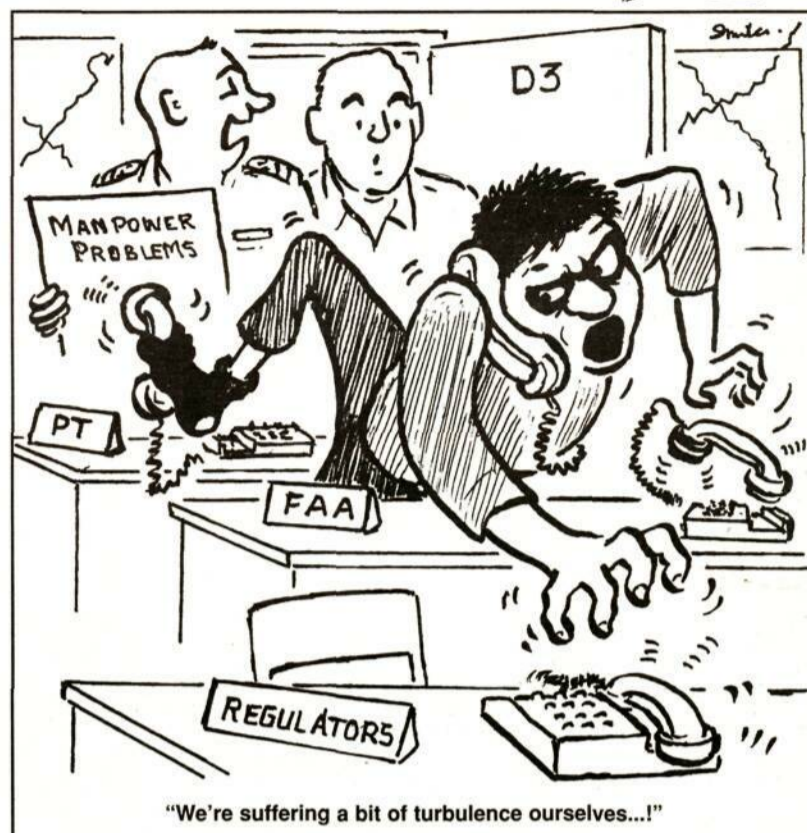
The Air Engineering Survival Department (AESD) is now fully integrated into HMS Sultan and producing regular output of Part IV trainees.

They are being drafted for consolidation training and will go on to complete their first front line tour working on the same aircraft type.

This influx of manpower is beginning to fill the large number of gapped billets, reversing last year's decline.

Thereafter, we will progressively replace short term substitution manpower that has been used to good effect, particularly at RNAS Portland. It is an improving picture, which follows a year when manpower has been severely stretched.

We are continuing to work with the AESD to clear the backlog of A/LAEMS awaiting career courses, but while the school has increased the number of places available it has been a delicate balance, recognising the overall manpower situation.



Additionally agreement has been reached on providing an element of formal training at the typed air station on completion of the LRQC.

Each rating will be drafted to the appropriate aircraft type SAMCO (short aircraft maintenance course) before joining his second line unit. This will benefit his future employer and assist the individual as he works towards gaining his competency and supervisory status.

The turnover at CCAEA level will increase significantly over the next two years as the early batches of 2OE selections approach their terminal dates and a proportion of CPOAEA waiting on the roster, similarly find themselves approaching their end date.

For those remaining, the drafting section will continue to optimise the match of man to billet, but with a small plot, a degree of turbulence is expected.

The Aircraft Support Executive and Defence Helicopter Support Agency at Yeovilton are always seeking experienced artificers. It may not always be domestic-

ly convenient for Sea King and small ship flight ratings, but there a range of interesting and challenging drafts, which bring artificers into close contact with industry in supporting the Naval Air Command.

The posts will certainly broaden experience and prepare for promotion and looking to the longer term, will add to the credibility of any CV. However, the billets are not confined to the old and bold, if you have completed a front line tour as either a CPOAEA or POAEA you may have the right credentials for a position in the DGA(N). All applications should be submitted via C240.

Finally, the Naval Drafting Directorate wishes to heighten the awareness of drafting procedures throughout the Fleet, since everyone benefits if everyone appreciates the basic principles.

The section runs a regular programme of lectures, briefings and drafting clinics, but if you have never had a lecture or require an update then see your DO and he will contact the section to make the arrangements.



Nelson takes his place in the maritime museum

HMS NELSON paid a special tribute to the Admiral Lord Nelson on the 200th anniversary of one of his greatest sea battles - Cape St Vincent.

The Warrant Officer, Senior Rating and Senior NCO's Mess, The Wardroom and HMS Nelson's Leisure and Amenities Fund raised £1,000 for the National Maritime Museum at Greenwich whose 'Name in History' project is helping to pay for a new wing.

Inscription

The money will ensure that 'Vice Admiral Lord Nelson' will be inscribed on the wall of the new gallery and that the hero will feature in a 'Page in History' binder in the NMM's world famous library.

● Right: the National Maritime Museum's Mr David Williams (centre) accepts a cheque for £1,000 from WO, SR & SNCO Mess President WO Cockings, Wardroom Mess President Cdr John Wills and LAF Secretary Mr Graham New.

Picture: FOSF Photographic



CREDIT CARD NEWS



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Navy's net benefit



● Fishy business – Island-class Offshore Patrol Vessel HMS Alderney.

Early Alderneys had a modest record

THE OPV HMS Alderney is the fifth Royal Navy ship to bear the name.

The first Alderney was a bomb vessel, launched at Woolwich in March 1735. An eight-gun, 263-ton ship, she was with Admiral Vernon at Cartagena and Chagres in 1740, and saw service off Cuba the following year.

She was not quite seven years old when she was hulked in Jamaica.

The following year, 1743, saw the second Alderney, a 504-ton sixth-rate ship of 24 guns, former-

ly known as the Squirrel.

In 1744 she captured a French merchant ship, but the rest of her career was uneventful, and she was sold in June 1749.

The third ship was launched at Saltash in 1757, a sloop which, at 235 tons with 12 guns, was the smallest of the five Alderneys.

The first six years of her life saw her plying the North Sea and English Channel, including five months in 1759 engaged in the blockade of Dunkirk.

The final five years of her Naval career saw her again based

in the North Sea and Channel, until she was sold in 1783.

The penultimate Alderney was a long time in coming – it was in June 1945 that the A-class submarine was launched in Barrow-in-Furness, and she wasn't completed until the year after the Second World War ended.

She shuttled back and forth across the Atlantic at regular intervals. After three years with the Third Submarine Flotilla in Faslane, she spent 1951-54 in reserve, then a year with the Sixth Submarine Squadron, Royal

Canadian Navy in Halifax.

She was modernised from 1956-58, returning to Canada from 1958-60 and 1962-63, straddling a year at Faslane.

Her final four years were based at HMS Dolphin at Gosport, ending in 1967. She was broken up in Scotland in 1972.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 15

SHIPS of the Fishery Protection Squadron carry a proud history – they are the latest upholders in a tradition that stretches back more than 600 years.

The forerunner of today's squadron appeared in 1379, when Yarmouth established its own armed fishery protection vessels.

Today, as part of the Portsmouth-based Minor War Vessels flotilla, fishery protection ships make up the largest squadron in the Navy.

Although mine counter-measures vessels also undertake Fishery Protection Squadron tasks, the bulk of the Offshore Division work is done by Offshore Patrol Vessels (OPVs) – such as HMS Alderney.

One of seven of her class – six remain with the Navy, while HMS Jersey went to Bangladesh in 1993 – HMS Alderney was built by Hall Russell in Aberdeen. She was the last to be laid down, and was completed late in 1979.

Island-class ships are modest in size. Alderney is 53.7m long, has a beam of 11m, a draught of 4.5m, and displaces 1,210 tonnes fully-laden.

Her two Ruston diesels drive a single variable-pitch propeller, giving a maximum speed of just over 16 knots.

Communications equipment on board is wide-ranging, as she has a dual civilian and military role.

During patrols, communications will be with civilian vessels, but the ship may also act as a command centre during a major offshore incident.

The onboard computer navigation system uses DECCA and LORAN C to give precise, speedy position-fixing.

The ship's company is normally 33 in total: the Commanding Officer,

three officers, seven senior rates and 22 junior rates.

Their accommodation is of a high standard – junior ratings live in carpeted four-berth cabins and senior ratings in two-berth cabins.

The cabins also contain additional emergency bunks, for example, if the ship carried an RM Commando unit.

The other side of the coin are the sea states encountered by these sturdy ships, which patrol all year round, though stabilisers on Alderney, retrofitted to earlier ships, damped down the notorious "Island-class roll". The ship's design was based on that used for commercial trawlers.

Boardings are carried out using Sea Rider rigid inflatable boats, allowing operations in most sea states. RIBs are capable of carrying six people.

Alderney's 1996 programme shows the amount of work, often low-profile, the smaller ships get through.

January and February saw her patrolling the Bristol Channel and beyond, and she visited Amsterdam, Gothenburg and Aalborg in between March patrols in the North Sea.

April and May was taken up with a period of maintenance, followed by intensive training off Scotland and visits to ports in the Western Isles.

At the end of July and August Alderney was on patrol in the Firth of Forth, and August ended with a six-day visit to London, including a number of events hosted by the ship.

Two weeks of maintenance in September was followed by a programme of patrols which took her into 1997, including Remembrance Day at her Channel Island namesake.

□ **Policemen of the seas** – see page 12.

Squadron's sense of history

THE FISHERY Protection Squadron can legitimately claim to be the oldest Navy squadron, as well as numerically one of the largest.

The first fishery protection vessels were set up in 1379 by Yarmouth fishermen who were frequently in dispute with their neighbours from Lowestoft.

In 1575 fishermen paid the Navy £100 annually, and that form of contract – civilian bodies paying the Navy for fishery protection – is still the basis of fishery protection today, 422 years later.

Penalties were rather harsher then, including hanging from a gallows on the Cross Sands.

Many illustrious names have played their part in fishery protection, including Horatio Nelson, a member of the squadron when in command of HMS Albermarle in 1781-2.

Facts and figures

Class: Island-class Offshore Patrol Vessel
Pennant number: P278
Builder: Hall Russell Shipyard, Aberdeen
Launched: March, 1979
Commissioned: October 6, 1979
Displacement: 1,260 tonnes fully-laden
Length: 59.5 metres overall (53.7m waterline)
Beam: 11 metres
Draught: 4.5 metres
Ship's company: 33, including four officers
Machinery: Two Ruston 12RKC diesels, 5,640hp, one shaft
Speed: 16.5 knots
Range: 7,000 miles at 12 knots
Armaments: 30mm BMARC gun; two FN 7.62mm machine guns
Radars: Navigation: Kelvin Hughes Type 1006; I-band
Countermeasures: ESM: "Orange Crop"; intercept
Combat data system: Racal CANE DEA-1 action data automation
Affiliations: The Island of Alderney, 30th Signals Regiment, TS Rodney Sea Cadet unit, Gosforth, Tyne and Wear.
Sponsor: Lady Jungius

Offshore Islands

OPVs generally patrol on a five-watch manning system, which means a member of the ship's company has eight weeks on, two weeks off, in every ten-week block.

A typical patrol would last ten days, with two days off at a port in the region patrolled – each ship has its favourites, including North Shields, Lowestoft and Grimsby.

After two or three patrols in that area, the ship moves to another region – the MAFF has divided the UK Extended Fishery Zone into East and West, Inshore and Offshore, with Portsmouth straddling the East-West dividing line.

Islands usually take the offshore stations, being designed for deep-

sea operations, with the "on-loan" minecountermeasures vessels generally patrolling the calmer inshore waters.

Although medium to long-term strategic planning is by the Navy, MAFF officials decide exactly where each vessel will patrol on a day-to-day basis.

Those decisions are based on intelligence from patrol aircraft and other fishermen on positions of fish and fishing boats.

The UK Extended Fishery Zone covers around 275,000 square miles, including some of the richest fisheries in the world, and 60 per cent of the EU's fish is caught within this region.

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JACK

BY TUGS



Letters

Maid with a mission

MANY books could be written about Aggie Westons. There were, during the war, many more clubs that could be turned to for a cup of tea and a head down.

Just outside Ebrington Barracks, HMS Ferret in Londonderry was Miss Sandes Home. Within yards of the gates, it was always the first port of call on your run ashore.

Does anyone have memories of Miss Sandes? Was it a one-off home? I seem to recall others, but cannot name ports or towns where they were situated. — **W.Craven**, Sidmouth.

The Sandes Soldiers' and Airmen's Centres — they welcome sailors, too — were founded as a Christian mission around 125 years ago by Elise Sandes, a young woman who began to concern herself with the welfare of British soldiers in her home town of Tralee. There would eventually be Sandes Centres all over the world but there are now just seven, four of them in Northern Ireland, at Holywood, Ballykinnear, Ballykelly and Omagh and three in mainland UK, at Barry, Bultford and RAF Cosford. — **Ed**

Old school ties link

AFTER you carried my request for information on my uncle and his ship I have already received a reply — by the oddest coincidence not only from the Cornish town where I lived for 30 years after coming here from Australia in the late 1920s, but also from a lad I went to two schools with through most of my youth! — **M.Bree**, Sudbury.

Wedding pics develop as a museum piece

I READ the article on wartime colour photography and had to smile. I was a Royal Navy gunner serving with DEMS. My two brothers-in-law were both in the Merchant Navy and one of them brought back a colour film from New York — a Dufay film, I believe it was.

When I got married in South Shields in 1943 my wife's father, being an enthusiastic photographer, took charge of the film and used it at our wedding.

It was then discovered that it could not be developed in the UK and my father-in-law would not allow any of us take it back to New York in case we were torpedoed. Thus we had no photographic record of our wedding.

Even after the war we had no success in getting the film developed and it lay in a drawer. After my father-in-law died I found it and sent it to Kodak — who sent it back saying it would have to go back to its place of origin.

Finally, in 1983 I happened to be in a photographic shop in Sheffield and mentioned the problem — and the lady behind the counter said: 'Bring it in here — we

can do it!'

In no time the film was in their laboratory and within a week I was able to collect the photographs, in resplendent colour — and after 40 years we had first sight of our wedding pictures.

The photos were used in the exhibition 'Forces Sweethearts' at the Imperial War Museum where they caught the eye of Joanna Lumley. She wrote to me asking for permission to use the story in her accompanying book — and she later sent me a copy with a lovely picture of herself. — **K.Eyre**, Sheffield.

Hart's drug bust joke

THE NAVY's boarding parties have been kept busy lately, reminding me of the time when I was serving in HMS Hart on the Far East Station in 1949-51.

We boarded, among other craft, the Malay fishing kelongs, which are really huts on stilts some distance from the coast.

One we boarded because it was suspicious looking — the usual blank hole at the entrance to the living quarters was covered with a piece of cloth and there was no sign of the usual Chinese crew.

We boarded in company with the Malay Police and approached the entrance to the hut with caution, not knowing what to expect and not very eager to face it.

The Malay Police officer, pistol in hand, ripped off the make do curtain and we looked into a room filled with smoke and about six or eight Chinese, all sitting cross legged on the floor.

In the centre was a small stove and the various pipes still smouldering with opium. The Chinese were in various stages of oblivion but made no effort to move.

The police officer shouted at them in their own tongue 'Hands on heads and come out and sit down outside.' We of the Hart's crew stood outside with weapons cocked and joined in the shouting and prodding at the culprits caught red-handed.

All of them complied except for two who looked too far gone to understand.

So we decided to move them bodily.

Each taking the elbow of the culprits, one on either side, we lifted them (still cross legged) out of the hut and put them down (still cross legged) outside the hut with the others.

Their eyes were rolling and they were muttering curses on all our ancestors as we set them down close to the edge of the platform.

I smile when I remember the look on the faces of the other Chinese — I think perhaps they thought we were going to drop them into the sea, as suggested by the police.

I don't know if this was said as a joke for the benefit of us English sailors or whether they really would have dropped them in the oggin if we hadn't been there. — **W. Devon**, Liverpool.

EARL WAS AN EARLY RISER

AN INTERESTING addendum to the story of Admiral Jervis, Earl of St Vincent, is his unusual life style when he retired.

He had inherited the South Weald estate of Rochetts, near Brentwood, from his father-in-law and used much of his pension of £3,000 a year to enlarge the house.

He was an early riser, usually up by 4a.m. In high summer he was sometimes out in the grounds as early as 2.30a.m. He would give half a crown (121/2p) to the first estate worker he met.

Guests were expected to be out of bed by 6a.m., three hours before breakfast. At 5a.m. a servant galloped into Brentwood to collect newspapers and mail and the Earl made it a rule to answer letters as soon as they arrived.

By the time breakfast was served, sharp on 9a.m., he could usually claim to have finished his day's work.

In normal circumstances it is almost certain that, when he died, St Vincent would have been buried in the local parish church, but he quarreled with the vicar. Not a Catholic himself, he nevertheless supported the civil rights of Catholics. He was also a close friend of an influential Catholic neighbour.

At his death in 1823 a huge funeral procession left Rochetts for his birthplace in Staffordshire and the Earl was buried in the parish church at Stone. — **G.C.Harper**, Great Warley.

A private place

I READ with interest the articles relating to 'The Man Who Never Was', but wonder whether those involved in clearing up the mystery might not be in danger of intruding upon the privacy of the family involved.

Courage Remembered, The story behind the construction and maintenance of the Commonwealth's Military Cemeteries and Memorials of the Wars of 1914-1918 and 1939-45, published by HMSO in 1989, makes reference to this wartime deception on pages 197 and 198.

It states: 'The relatives of 'The man who never was' expressed a wish that his identity be kept secret; this has been respected and his grave accepted as a war grave. The original recumbent stone is still on the grave and records him as a 'Major William Martin' who died on 24 April 1943. When that stone eventually needs replacement, a Commission marker with the badge of the Royal Marines ('Major Martin's' supposed service) will be erected. — **R.Mitchell**, Newcastle upon Tyne.

Bird watch in Revenge

MAY I add to your collection of 'strange pipes' initiated by J.Mitchell (February edition).

In 1973 I was 'ship manager' to the Polaris submarine HMS Revenge and the vessel had an inherent problem with its Beckman Analyser, an equipment used to check air quality. During the maintenance period the analyser would be serviced by the Beckman rep and the submarine would proceed on index and on return he would check it over before patrol.

Invariably it would become defective and on return the crew would give the rep a hard time.

I was subsequently asked by him if I could get a cage manufactured to house two canaries — who could do the job as they did in the mines. This was made and the canaries were presented to the crew on sailing.

While on patrol the crew thought they should exercise the birds, so they turned them loose in the tunnel, having made the pipe 'Hands to flying stations'.

Must have been unique to have this pipe made at 'forty fathoms'. — **G.E.Bamfield**, Fareham.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Berwick's Royal Cruise

THE Royal Cruise in HMS Vanguard was not the first since that in HMS Renown in the 1920s — in 1939 King George VI and Queen Elizabeth went to the United States and Canada in HMS Berwick, which was the West Indies station flagship at the time.

The photograph shows one of the Berwick's Walrus seaplanes over Niagara Falls. — **S.F. Foreman**, Peterborough.



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Letters



Hong Kong's unchanging face

IT WAS great to see 'Jenny Side Party' as a VIP at the last parade for Hong Kong's LEPs (February issue) - it brought back many pleasant memories. This picture of her with some of her girls and families was taken in December 1955 when I was aboard HMS Newcastle - she hasn't changed much in 40 years. - W.A.Petty, Bristol (For another portrait of Jenny, see page 22)

Ratings in harness

LTCDR Hubbard's letter concerning Air Mechanic L.A.Hooker's grave at Arnhem and the subsequent letters from J.Peters and G.J.House supporting the theory that Hooker had 'hitched a ride' may be close to the truth.

There should be no surprise, however, at the presence of graves of RN personnel among the airborne casualties of D-Day and other actions.

HMS Dainty was affiliated through establishment of an association with 2nd Battalion The Parachute Regiment and this association has been revived by HMS Dainty Association.

The president of the Parachute Regimental Association Brig James Hill commanded 3 Battalion on D-Day and avers that he trained a number of ratings as parachutists in the prelude to Overlord. Of eight who jumped with his unit only one survived.

The enthusiasm and dedication of these men, mostly communications ratings, was an inspiration to Brig Hill's battalion and he has expressed his delight that matelots are once again linked with his regiment.

I understand that RN personnel participated in a number of airborne assaults, principally to report fall of shot from bombarding warships and to direct naval air strikes onto concealed targets.

This could be a reason for

Hooker's presence at Arnhem but I accept that your correspondent's explanations are more plausible.

Signalman Bob Milne, who served with me in Dainty's 1956-58 commission, participated in a parachute assault to capture a signal station in Aden, being seconded from Dainty for that task. He wears his 'wings', to which he is entitled, with great pride. - P.J.Hillman, Bognor Regis.

Shattering effect

REGARDING G.Kirsopp's letter on the Wyvern (December issue), there was always great concern when these aircraft landed as the propellers did not just break when they hit the deck during a bad landing - they shattered, sending hundreds of bits everywhere and injuring flight deck staff.

Even us 'dabtoes' in HMS Eagle's 6J1 mess knew when they were due to land - during 1956-58 the pipe was 'Clear the flightdeck, Wyverns landing'. This was to alleviate any further damage to personnel on the flight deck or in any open area in case of accident. - F.C.Wingrove, Carberry, Manitoba.

Last out of Port Said

YOUR piece on Operation Musketeer (January issue), regarding HMS Tyne being one of

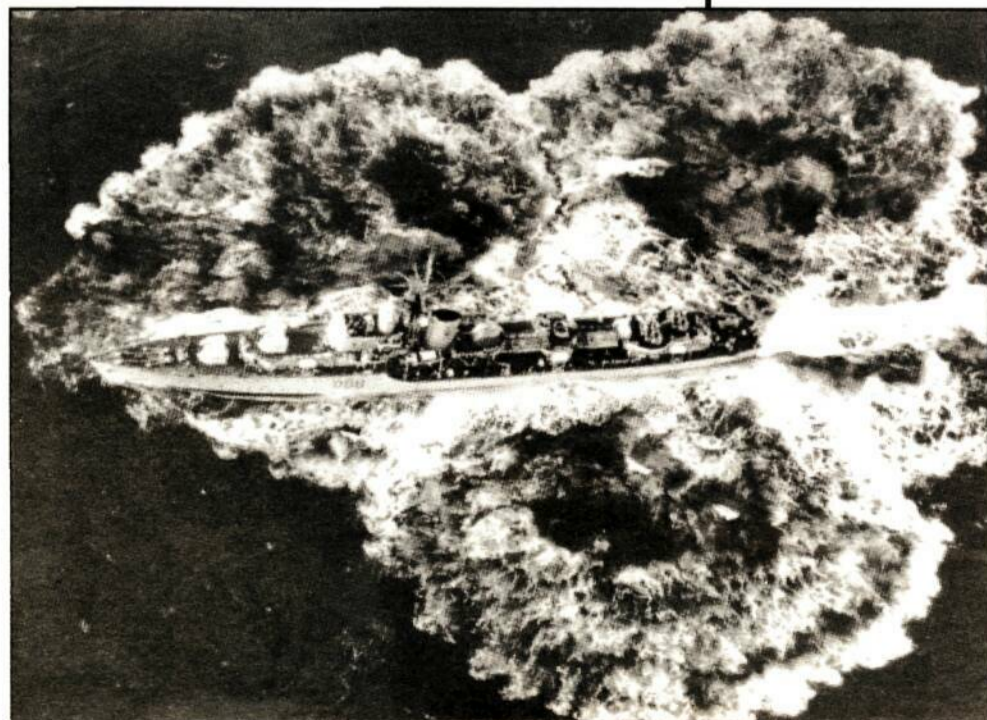
of the ships that remained behind with the task of clearing and charting the Suez Canal.

I myself served in HMS Dalrymple which came under the Anglo-French salvage fleet. The White Ensign was lowered and the United Nations flag flown in its place. The length of stay at Port Said was around three months, I think, so it may be fair to say that Dalrymple was the last ship to leave. - A.Lonsdale, Royton, Lancs.

Stung by a Squid

THE PHOTO shows HMS Barrosa during exercises in the Mediterranean sometime in the mid 1950s when depth charges fired from Squid mountings were set at 20ft instead of 200 ft by mistake...

We were escorted back into dry dock in Malta for inspection and light repairs - fortunately we only suffered a few sprung plates. I was a Stoker 1st Class on watch in the engine room at the time. - M.Feather, Launceston.



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Navy cameramen reduced by a quarter

THERE are to be almost a quarter fewer Navy cameramen as a result of the restructuring of the RN Photographic Branch. However, the reduction will be partly offset by the employment of eight civilians to carry out technical work such as darkroom duties.

Reductions will be made through natural wastage and a cut in sideways recruitment into the specialisation.

The cuts will be spread across shore-

based photographic sections and will not affect the current strength of photographers in ships and front-line air squadrons. When HMV Britannia goes out of service her cameraman will transfer to the new assault ship HMS Ocean.

For the first time public relations work is being officially recognised as a primary task of the branch, alongside operational duties. However, it has long been recognised that production of pictures for PR purposes has in any event

been a main task by volume.

Under the new structure, which will take effect fully in April next year, the Surface Flotilla Photographic Officer, based at Portsmouth, will become Functional Head of Specialisation (FHOS), will become responsible to Flag Officer Naval Aviation, and will direct a central Co-ordination Centre.

The Centre will direct three Regional Processing Centres – West, East and North – covering Plymouth, Portsmouth

and Clyde areas. They will provide processing facilities beyond the capabilities of other units within their areas and will have a pool of Service photographers and civilian assistants to provide 24-hour 'customer' support.

The minor units will have limited facilities and will need the support of their RPC for wider photographic tasking, large-quantity printing and enlargement of prints bigger than 10 by 8 inches.

DCI RN 25/97

Drop in fires on board

LATEST FIRE statistics for Royal Navy ships show a significant drop in all but minor incidents.

During last year there was only one serious and four medium-scale fires compared with four major and seven medium incidents in 1995. In all, there were 88 fires in 1996 compared with 94 the previous year. The number of fires which occurred in submarines – five – was half the 1995 total.

The only serious fire virtually destroyed the funnel of the Hunt-class minehunter HMS Hurworth, alongside at Portsmouth. It was one of only 13 fires that required more than first-aid action.

More fires than the previous year were extinguished by the person finding it, indicating the extra vigilance being shown by ships' staffs. The biggest single cause was electrical or electronic faults – responsible for 29 fires – and over a third of the total number of fires took place in machinery spaces. Just over half took place in vessels at sea.

DCI RN 19/97

Reserves offered spells as Regulars

RESERVES are being offered special short service commissions and engagements in the Royal Navy for up to two years.

The arrangements, taking effect on April 1 to complement the Reserve Forces Act, will provide greater flexibility for Reservists to gain experience of Regular service and will ease manpower shortages.

The commissions and engagements will be offered as the need arises and on a selective basis to retired and Emergency List officers, ex-Regular Reservists of the RN and RM and volunteer Reservists of the RNR and QARNNS(R).

Members of the RMR will continue to be eligible for service under their existing special short service scheme.

No Reservists will be employed in a rank or rate above that held in their Reserve or Regular service. They will not be eligible for promotion during their two-year service, although there may be opportunities for officers to transfer to a short career commission and for other ranks to transfer to the open engagement.

DCI RN 32/97

Year 2000 help list

SERVICES connected with providing help over the date change to the year 2000 are listed in a new section of the MOD ICS Catalogue Consultancy Services (Part I).

A wide range of services are provided covering analysis and assessment, detailed planning and implementation of corrections.

DCI GEN 62/97

Fingerprints of Service offenders to be sent to police

FINGERPRINTS of Service personnel convicted by courts martial of recordable offences will in future be sent to the National Identification Service which operates the police computer.

The Armed Forces have for years been reporting details of personnel convicted of criminal offences to the NIS. Now, improvements in the process of recording has resulted in the requirement for details of offenders to be accompanied by their fingerprints. The new procedure is in force from April 1.

However, reports will only be made in cases in which a civilian convicted of a similar offence would also be reported, and the process takes into account the conditions of service in the Royal Navy.

Reporting of such convictions is not mandatory, and discretion not to report them will be retained to reflect the particular circumstances of Service life and its disciplinary system.

In the case of recordable offences dealt with by summary trial, the approving authority will decide whether, by exception, the offence should not be recorded after taking into account any mitigating circumstances outlined by a Commanding Officer in the pun-

ishment warrant covering letter.

Offences will not be regarded as recordable where court martial punishment is below that which would require approval by higher authority if awarded summarily. Otherwise, for offences which would attract warrant punishment if tried summarily, discretion will be exercised by the court.

Among the offences under the Naval Discipline Act that are recordable are: misconduct in action, assisting the enemy, obstructing operations, looting, mutiny, using violence to a superior, desertion, dangerous flying causing or likely to cause loss of life, wilful damage, making a false entry in a document, failing to make an entry with intent to deceive, ill-treatment of a subordinate and "disgraceful conduct."

DCI RN 22/97

Pension rules change

CHANGES in pension regulations mean that from April 6 personnel who leave the Services with a preserved pension can have their pension rights transferred to another pension arrangement.

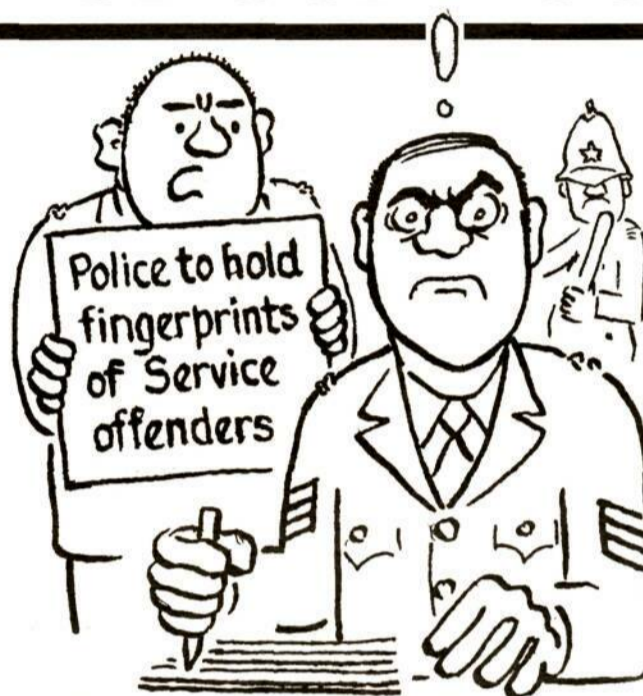
People who joined the Forces with accrued rights from a previous pension arrangement may apply to transfer those rights into the Armed Forces Pension Scheme, provided they apply within a year of joining.

The Pension Act requires occupational schemes to set up procedures to resolve disputes between members and administrators, and the AFPS procedure will be announced later.

The Act also extends the jurisdiction of the Pensions Ombudsman, who from April 6 will be able to deal with complaints by serving members of the Armed Forces.

DCI JS 24/97

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.



'Hey, Sarge! Aren't sailors the ones with 'Every finger a marlin spike'? How are we gonna get their dabs on the computer?'

AIRCRAFT OF THE ROYAL NAVY No 6

• A Caudron G.IV of No 2 Wing RNAS in 1915.



Caudron G.IV and G.III

ALTHOUGH mainly used by the French air force over the Western Front, the Caudron G.IV bomber is a little-known aircraft that nevertheless has its place in the history of the Fleet Air Arm.

Caudron G.IVs and Breguets were the first aircraft types to equip No.5 Wing at Coudekerque, France which was one of the first units of any air force to be trained in the long-range bombing role. With the Caudrons of No.4 Wing they made day and night raids on German seaplane, submarine and Zeppelin bases in Belgium.

One of the type's last major raids was with 7 Naval Squadron on Bruges docks in February 1917. That spring the G.IVs were replaced by Handley Page O/100s.

Fifty-five of the two-seat Caudrons were built for the RNAS and after leaving front-line service were widely used as trainers. The G.IV was powered by two 80hp Le Rhone or two

100hp Anzani engines, giving a maximum speed of 82 mph at 6,500ft. Endurance was four hours and service ceiling was 14,000ft. It took 33 minutes to climb to 10,000ft. Apart from bombs carried beneath the wings, armament was confined to a machine gun mounted in the forward cockpit.

The Caudron G.III was the single-engine forerunner of the G.IV and was used by the RNAS mainly in the training role in France. Four of the 124 in Naval service were used as seaplanes at coastal air stations before the First World War, and in 1913 one was embarked in HMS Hermes, a cruiser fitted to carry a seaplane. It operated from the forward flying-off deck.

The two-seat G.III was powered by one 80hp Gnome engine, and later by a 100hp Anzani. Maximum speed was 70 mph, service ceiling was 10,000ft and the aircraft could climb to 6,500ft in 20 minutes.

• Swinging the propeller to start a Caudron G.III.



'Hey! Stop knocking the path about!'

THE WELSH 1,000 Metre Peaks Race held annually in Snowdonia is this year restricted to 180 military and 70 civilian entrants due to excessive erosion on some mountains.

National Parks are particularly concerned about the effect on the Carneddau peak, one of the four involved in the 31km race on June 7. The race starts on the North Wales coast at Aber and ends on the summit of Snowdon. All the peaks en route are over 1,000m high.

DCI JS 17/97

Three Dukes and a megalomaniac? All in the line of duty for 007

Multi-role frigate

ON SATURDAY morning she was HMS Devonshire, after lunch she was HMS Chester, and by Sunday she was starting to look like HMS Westminster again.

Not a case of second thoughts by the Admiralty over names – Westminster had simply been turned into a film set by Eon Productions, who are currently shooting the latest James Bond blockbuster *Tomorrow Never Dies*.

Media mogul

As revealed in February's *Navy News*, the Navy is set to feature prominently in the film, which features Jonathan Pryce as a media mogul set to trigger World War Three as the ultimate ratings boost.



Pryce controls a global daily newspaper – titled *Tomorrow* – with a circulation of 100 million, and his satellite systems have access to every TV set on Earth. Commander James Bond RN, a second outing for Pierce Brosnan, tracks him down for an epic confrontation in the South China Sea.

With the spectacular pre-title stunt sequences already filmed in the Pyrenees, attention moved on to Portsmouth Naval Base and nearby HMS Dryad at Southwick. So it was that HMS Westminster

was "borrowed" for a weekend, and scaffolding erected to create the darkness needed for night-time scenes on the bridge of two of the three frigates in the film – HMS Devonshire, Chester and Bedford.

And although there were Eon actors and extras for the more important roles, Navy personnel were asked to take part.

Volunteered

"There are about 15 places available, and we have four officers, two senior rates and the rest junior rates who all willingly volunteered," said ship's PRO Lt Barry Stephen, who grabbed a two-word speaking part as Officer of the Watch in HMS Chester – a familiar role for him on Westminster.

"Some of the ratings are lined

up for quick promotion over the weekend as Second Officer of the Watch or Navigator," he added.

Filming was a welcome break for the ship's company, who recently took part in training off Scotland.

They are now on Operational Sea Training, and after a period of leave will leave on deployment.

Eon's crew then moved on to Dryad, where the Type 42 destroyer Operations Room simulator was used for filming – a touch of dramatic licence as it was deemed to have most visual impact.

Once again, the Navy took it all in its stride, from the makeshift camp in the base car park to the sight of thick (artificial) smoke wafting from the simulator.

Film co-producer Michael G. Wilson, a key part of the Cubby Broccoli 007 dynasty, was there to see how things were going.

"The people here are very co-operative, very helpful. The Navy extras we are using have been very good – they do not mind working long hours, and they haven't grumbled," he said.

"They did a very good job – the director (Roger Spottiswoode) says he doesn't know why he has to bring in extras.

Military

"I like to use the military services, as they have got all the toys that Bond needs.

"It's always good to work with the Navy. We feel very much at home, and the Navy has been very accommodating."

Mr Wilson also believed the film could be of great significance for the Navy's profile and recruiting – he estimated it would be seen by 500 million people in the next five years.

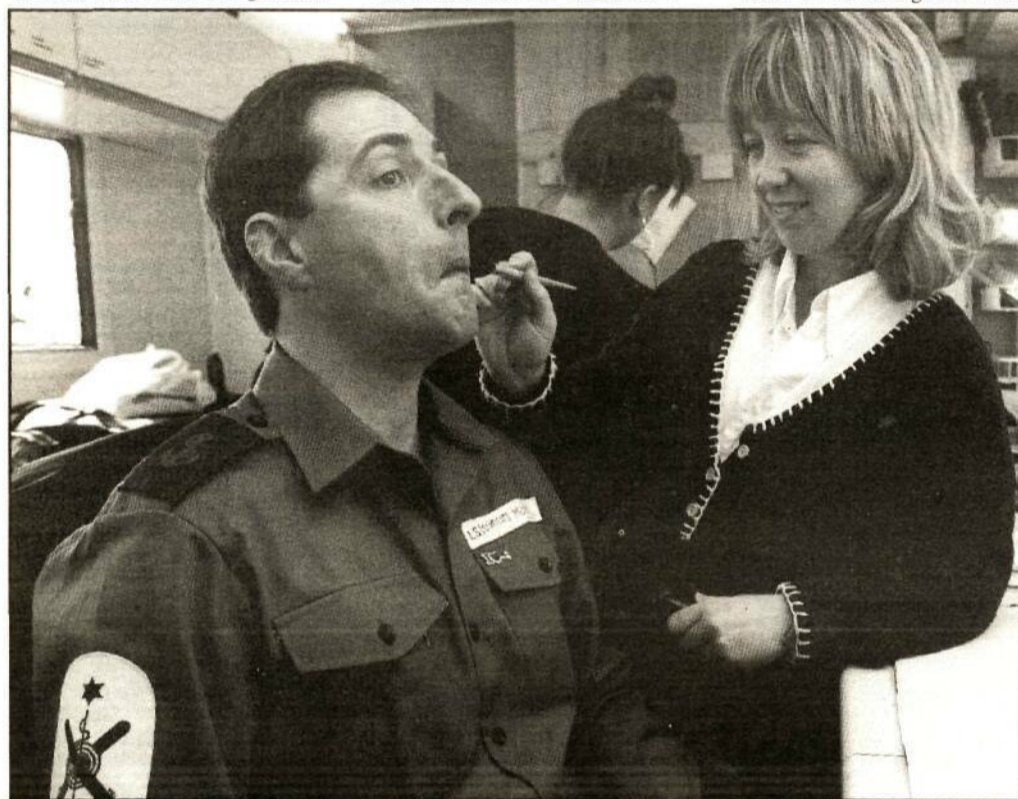
Lt Cdr Tim Boulton, Dryad's Staff Officer Simulators, said it was good to have the film crew on the base, and that some members of staff had been begging to take part.

He added that there had been no disruption to training, as filming was done in a maintenance period.

The main stars step in front of the camera this month, including Michelle Yeoh – already a superstar in Asian cinema – in locations including South-East Asia and Florida.

Hopes are high that the film, to be released around Christmas this year, will follow the trail blazed by predecessor *GoldenEye*, which has taken more than 350 million dollars.

It was not all one-way help on the Portsmouth Naval Base set – the Eon film crew was happy to lend their crane to winch Westminster's anchor on board.



● **Brushing up** – LS(SONAR) Sid Murray gets the finishing touches in the make-up van parked beside HMS Westminster at Pitch House Jetty in Portsmouth Naval Base.

Picture: LA(Phot) Steve Lewis.

Mystery over silverware

A VALUABLE piece of silverware has been returned to HMS Drake from Hong Kong – but no one knows how it went on loan from the West Country to the Far East.

The sterling silver epergnes, a table centrepiece, was made in 1904, and paid for by HMS Drake wardroom funds the following year.

It is believed to have been created for the centenary of the Battle of Trafalgar, as the central plinth is embossed with stern galleries of HMS Victory and surrounded by enamel flags with Nelson's famous signal.

There is also a figure of Britannia, mythological sea horses, mermaids and Neptune, and the item is believed to be worth at least £18,000, making it one of the most valuable pieces of its kind in the Navy's collection.

Known as the Trafalgar centrepiece, it was returned with



● **Back home** – HMS Drake's solid silver Trafalgar centrepiece.

other items to the Navy's trophy store at HMS Nelson, Portsmouth, from Hong Kong.

But there was some surprise at Drake when they were told their valuable silver was on its way home – they didn't know it was theirs, though

wardroom house manager WO(Std) Mac McLean "was up like a shot to get it back."

Now restored to its rightful position in the Dining Hall, HMS Drake would like to know how and when it got to Hong Kong in the first place...

Wreaths initiative at poppy factory

MORE THAN 34 million poppies are produced each year in the build-up to Remembrance Day.

In addition, the Poppy Factory produces 300,000 other varieties of poppy, six million Remembrance petals, and 400,000 Remembrance crosses for the Field of Remembrance at Westminster.

It is a year-round operation, and will continue to be the main activity at the factory in Richmond-upon-Thames, Surrey.

But in response to demand, and in the hope of greater employment opportunities, the factory is looking to diversify into specialist wreaths.

Orders can now be taken for 18in wreaths with a Royal Navy, Royal Air Force or regimental badge, decorated with ivory silk carnations – other colours are subject to availability.

Specific ribbons in regimental or association colours are available as optional extras.

Managers at the factory believe the wreaths will prove popular outside the Remembrance period – for example, at services to commemorate the loss of a ship, or at the annual gathering of an association.

An average wreath with ribbons will cost a little over £20, including postage and VAT, and for each wreath sold, a donation will be made to the Poppy Appeal.

Although closely associated with the British Remembrance ceremonies, the elevation of the simple poppy to such a powerful symbol is a truly international story.

Poppies grew wild amongst the mud, blood and devastation of the Western Front in Flanders, and during the Second Battle of Ypres in 1915 a Canadian surgeon, Colonel John McCrae, wrote a poem which started:

"In Flanders fields, the poppies blow,
Between the crosses, row on row..."

The poem was published in *Punch* magazine that year, and was read by an American, Miss Moina Michael, who was working for the YMCA. She started to wear the poppy as an act of faith.

In 1918, while hosting an international YMCA conference in New York, she gave each delegate a poppy in return for a donation, and the French delegate, Madame Guérin, who was involved in the artificial flower industry in France, took back with her the idea of using artificial poppies to raise donations for disabled ex-servicemen, women and their dependents.

The idea was taken up by the British Legion on its formation in 1921, and that year £106,000 was raised, using French poppies.

The following year, under the guiding hand of war veteran Major George Howson, a team of five disabled men started producing simple poppies from a disused factory in the East End of London. More designs followed in 1923, and wreaths in 1924.

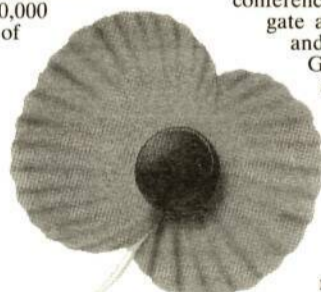
By 1925, now with 50 workers, the factory moved to Surrey, where flats were built on adjoining land for employees and their families.

Today there are around 100 full-time workers at the new factory, rebuilt in 1933, of whom 75 per cent are disabled, and another 80 work from home as they are almost entirely house-bound.

The factory also diversified into producing its own cardboard cartons – saving money and providing further employment. Surpluses are sold to outside customers.

The factory welcomes visiting groups for tours, and managers are happy to travel to give presentations free of charge.

□ **For details of the wreaths, and visits to the factory, write to 20, Petersham Rd, Richmond, Surrey TW10 6UR, or telephone 0181 940 3305.**



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Helping Hands

Dartmouth teams push the boat out

YOUNG Officers from BRNC Dartmouth rounded off a fantastic fund raising year with a £3,000 charity cycle.

Thirteen YO's pedalled more than 200 miles to Porthcawl in South Wales collecting money all the way.

The entire College, including the Royal Marines Band, turned out to see them off.

Their journey through Dartmouth, Torquay, Newton Abbot, Exeter, Taunton, Bridgwater, Bristol, Cardiff and Bridgend, took under four days.

The £3,000 of small change they collected was cashed up by Porthcawl amusement arcade and presented to the RNLI. This event brings the total sponsorship raised by the YO's in the last year to £13,000.

Meanwhile, Royal Marines Bandsmen at Dartmouth took to the water for a fund raising event of their own.

A sponsored canoe paddle from Totnes to Dartmouth organised by Musician Knockner White raised over £1,000 for a breast cancer screening machine at Torbay Hospital and the local Sea Cadet unit.



● Long journey: Western Chitwan villagers face an arduous eight-hour truck ride to reach medical help.

Aid worker has high hopes for Nepali villagers

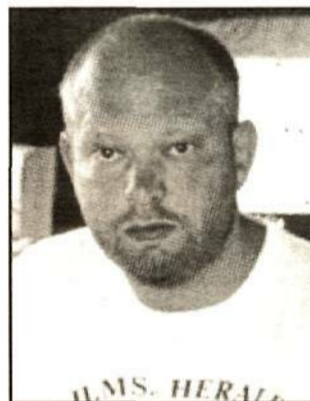
UP TO 30 Royal Navy personnel could be winging their way to the mountain kingdom of Nepal this year if POMA Kevin Shore has his way.

He is the driving force behind an ambitious plan to bring medical care to the 22,000 people of Western Chitwan.

Their nearest doctor is a 'bone-breaking' eight-hour truck ride away in Kathmandu - a demanding journey for a fit person which can be fatal to the sick.

POMA Shore, from Gibraltar, plans to build a much-needed medical centre and has just returned from a nine-day trip to the area.

While he was there he enlisted the support of local chiefs, building companies and staff at HQ Brigade of Gurkhas and watched as the first stone of the new building was laid.



● Hopeful: PO Kevin Shore, from RN Hospital Gibraltar

He would like to hear from any volunteer who could be available from September 25 to October 26 who would like to work on the building.

Expedition members will have to pay about £400 towards the cost of the trip which will also give

them the opportunity to reach the 16,718ft summit of Mt Gosainkund.

Kevin would also like to hear from qualified JSME(S) of any service.

With the help of friends, family and colleagues in Gibraltar, he has already raised over £1,000 towards expedition costs estimated at £13 to £14,000 pounds and would welcome any donations.

The clinic will cost just £6,358 a year to run - enough to pay the wages of a doctor, a nurse and a health visitor.

Donations of medical supplies to equip the centre are also eagerly sought.

Kevin first learned about Chitwan from his parents who have travelled extensively in Nepal and have already given financial and material support to leprosy sufferers in the region.

For more details, contact POMA Shore, RN Hospital, Gibraltar BFPO 52. Tel 00 350 55826 or by fax on 00 350 55270.

Draw requires combined op

WHEN it came to plucking the winning tickets for the SSAFA Forces Help Three Car Draw the sheer volume required a combined operation.

Leading Wren Sue Titmus of HMS St Vincent enlisted the help of SAC Mark James, RAF Personal Flight Services and Woman Signaller Sarah Hill of 238 Signals Squadron.

The prizes, a Land Rover Discovery, Rover 214i and Rover Metro III helped to ensure excellent ticket sales.

For the third year running the draw raised around £100,000 for the charity's work for serving and ex-serving men, women and their families who find themselves in need.

● Right: HMS St Vincent's LW Sue Titmus with SAC Mark James and WS Sarah Hill. The trio were chosen to select this year's winners in the SSAFA Forces Help Three Car Draw.



In brief

SUBMARINERS from HMS Dolphin cycled from Clyde Naval Base back to Gosport for the Special Care Baby Unit St Mary's Hospital, Portsmouth.

Lt Neil Casson, Lt Paul Reid, WO Kev Watts-Tucker, CPO Steve Bolton, PO Chipper Marshall, AB Bungy Williams and driver Lt Cdr Ian Riches covered 527-miles in five days and raised £2,500.

THE CREW of HMS Archer raised over £2,700 for Aberdeen RNLI.

The money was handed over by Aberdeen URNU's Mid Dougal Slater who is studying engineering at the university.

THE SPECIAL care baby unit at the Queen's Hospital at Burton is £1,160 better off after a visit by sailors from HMS Victorious.

The boat's starboard crew raised the cash through a sponsored head shave and a casino and race night.

HMS TRAFALGAR chose the Derriford Hospital's maternity ward as the beneficiary of their latest round of fund raising.

The money was raised by a sponsored exercise bike cycle and will be used to decorate a room for mums on Trafalgar Ward.

THE DIRECTOR of the Aircraft Support Executive at Yeovilton, Captain Michael Brougham presented £300 for Yeovil's Special Olympics group.

The cash will help disabled and mentally handicapped athletes compete at national and international events.

FOST staff at Devonport presented £150 to a special school in Plymouth which has become their chosen charity.

Rear Admiral Peter Franklyn and members of his staff visited Trengwreath School to handover the money and meet pupils, parents and staff.

VOLUNTEERS for 'the experience of a lifetime' are being sought by the Joint Services Hosanna House Group.

Service personnel who can help take handicapped children on a pilgrimage to Lourdes in May 1998 should write to Mrs Ann McDonald, 37 Barn Park Rd, Peverell, Plymouth PL3 4LP for details.

VERNON Division in HMS Raleigh supplied a team of 50 volunteers to work at Liskeard Community College.

The team spent three days at the College repainting classrooms and corridors, fencing and repairing the tiled roof.

TRAINEE observers from 750 NAS at Culdrose swapped radar consoles for shovels and a cement mixer for more down-to-earth work recently.

The team helped youngsters at Nansloe Primary School to keep their feet firmly on the ground by replacing a muddy play area with a concrete recreation ground.



The Fifty Fifth Annual General Meeting of the

WOMEN'S ROYAL NAVAL SERVICE BENEVOLENT TRUST

Will be held at:

THE VICTORY SERVICES CLUB
LONDON W2

On Wednesday 21 May 1997 At 1430

And will be attended by our President

H.R.H THE PRINCESS ROYAL

Every ex-Wren or female serving member of the Royal Navy who joined the Service between 1 September 1939 and 1 November 1993 is a member of the Trust and therefore invited to attend. The Trust exists solely for the benefit of its members and provides financial assistance as well as advice.

Further details on the AGM and the Trust can be obtained from:

The General Secretary, WRNS BT, 311 Twyford Avenue, Portsmouth PO2 8PE, Tel. 01705 655301

HMS SULTAN SUMMER SHOW SPECTACULAR

JUNE 7TH & 8TH -10am to 6pm

AT: SULTAN POLO FIELD, MILITARY ROAD, GOSPORT.

The Summer Show held annually, is one of the biggest events in the Gosport area and attracts crowds from all over the south. Over the years it has raised thousands of pounds for local and Naval charities.

There is a full and exciting programme of events including:-

FALCONRY MONSTER ACTION STUNT DISPLAY MOD POLICE DOGS

ROYAL MARINE BAND JUNIOR FIELD GUN RUN RN PARACHUTE DISPLAY

There will working Steam Lorries and Road Rollers, a Craft Fair, Stalls Bouncy Castle, as well as Side Shows and a Fun-Fair

Entrance £3 (£1 for children under 14 and OAPs.)

Family tickets available for two Adults and up to four children £7

Cadets forced to take refuge

SEA CADETS in Taunton have been forced to abandon their Victoria Park meeting place for their own safety.

The decision was made after a campaign of abuse and threatening behaviour was directed at the cadets and their parents by local youths.

Luckily, reports of their predicament reached Rear Admiral John Clarke, Hydrographer to the Royal Navy and Chief Executive of the UKHO at Taunton, who was able

to offer them refuge.

The Corps now hold their three, weekly meetings in a basement of the hydrographic office where they will be safe.

Rear Admiral Clarke said: "I am pleased to help the Sea Cadets, our mariners of the future."

"At their weekly meetings they will learn the importance of accurate navigation and where better for them to meet than the UK Hydrographic Office where Admiralty Charts and Publications are produced."

Tormented

CPO Phil Grove, Commanding Officer of Taunton Sea Cadets, said: "We are extremely grateful to Rear Admiral Clarke and the UKHO for letting us use a room to meet in."

"Hopefully, in a more secure environment, we can attract more cadets to the corps, and their parents can rest assured that they will not be tormented."

Senior cadets (12-18) meet from 1900 to 2130 on Tuesdays and Thursdays and Wednesday evening from 1830 to 2000 is set aside for juniors (10-12.) For more information, contact Lt Grove on 01823 283889.

Name change for SSV TV

THE SERVICES television company SSV has been renamed after winning a £60 million pound contract from the MOD.

The company will now be known as British Forces Broadcasting Services TV.

BFBS Director Peter McDonagh said: "After 20 years of broadcasting some of our listeners and viewers did not make the connection between BFBS radio and SSV TV."

Confusion

"With the new five-year contract with the MOD we wanted to remove any confusion over the identity of SSV TV and to establish the forces radio and television divisions as one."

Blazer boasts two city crests

THE TRADITIONAL rivalry between Portsmouth and Southampton was put aside when the Lord Mayors of the two cities met on board HMS Blazer.

The boat is the training vessel for Southampton University Royal Naval Unit but as she is based in Portsmouth she is entitled to bear the coat of arms of both cities.

Councillor Mark Hancock (Portsmouth) and Councillor Dorian Attwood unveiled the two crests and made a short trip in the fast patrol boat to mark the occasion.



● Lord Mayors: Portsmouth's Councillor Mark Hancock (left) and Southampton's Councillor Dorian Attwood unveil the city crests on board HMS Blazer. Picture: LA(PHOT) Steve Lewis



● Sanctuary: Rear Admiral Clarke with Taunton Sea Cadets who were forced them to abandon Victoria Park after abuse and threats from local youths.

Sweeping victory for Inverness

HMS INVERNESS has become the first Sandown class ship to win the prestigious Marconi Mine Warfare Efficiency Trophy.

The award comes at the end of a challenging year which included operational sea training, a deployment to Northern Europe and a Sandown class operational evaluation.

Plain English

PLAIN English Campaigners are inviting entries for this year's 'Inside Write' awards.

Any internal documents written by Servicemen or civil servants are eligible. The MOD has a good track record in the awards - last year's winner was Navy News.

For details, contact Jackie Savage at Northumberland House on 0171 218 5776.

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Trawling for lawbreakers

FISHING is still a major UK industry, of vital importance to some regions, but with demand increasing and fish stocks under pressure, someone has to ensure there will still be fish to catch in future.

The retail value of UK landing is around £800m, and fishing employs 17,000 – well down on its heyday, although still one of the largest fleets in Europe.

And upholding the laws of Britain and Europe are the ships of the Fishery Protection Squadron, whose work is perhaps little understood by the public and dogged by myths and misunderstandings.

The first misunderstanding is usually over the squadron's chief role.

"The title is Fishery Protection Squadron – fishery, not fishermen," said Lt Cdr John Kirkup, the Navy's Fishery Protection Inspector. "We are protecting the fisheries."

"If managed properly, the fish stock is an everlasting sustainable resource, but stocks are currently far below what they should be."

"We are trying to make sure that the fishermen's sons and grandsons can fish as well."

Another myth is of "foreign invaders" ransacking "our" waters. Again, not entirely true.

"British Fishery Limits go out to 200 miles, but these are not strictly 'British' waters – they are waters for which Britain is responsible for regulating fishing," said Lt Cdr Kirkup.

Agreements

In fact, these waters were never exclusively British. The 200-mile limit, introduced in 1976, allowed European Union member states to continue fishing while excluding all others except for Norway and the Faroes, with whom we have reciprocal agreements.

UK territorial waters stretch 12 miles out, with the outer half having limited access rights based on historic fishing activity.

European fishermen must adhere to strict rules – which is where the Fishery

Protection Squadron comes in, flying the internationally-recognised blue and yellow quartered Fishery Protection pennant.

The six Island-class Offshore Patrol Vessels, plus a larger Castle-class patrol ship and up to four Hunt-class mine countermeasures vessels, are the impartial policemen of the seas, administering EU and UK laws for the Ministry for Agriculture, Fisheries and Food (MAFF).

Unarmed parties are permitted by law to board any fishing vessel within the 200-mile limit, or any British boat anywhere.

Checks are made on paperwork and licences, the fish room, and fishing gear. If there is a problem, the matter is reported to MAFF, who may request that the boarding party cautions the skipper, gathers evidence for a court case, or issues a warning.

Arrest

The Navy cannot arrest anyone, though they may detain a boat.

"The great majority of fishermen are honest and hard-working, and usually no problem," said Lt Cdr Kirkup, while acknowledging there are those who seek to break the law.

Among their ploys have been hidden fish rooms and doctored nets, with a fine-mesh inner sleeve catching smaller fish.

OPVs average three boardings a day, depending on the weather.

Boarders carry ship's crest stickers, which are collected by fishermen, and legend demands that the RN Commanding Officer who completes a trawler's set must provide a bottle of whiskey, paid for himself, but with Hunts moving on after 16 months it is rare for a trawler to run through the entire current squadron.

The Squadron is kept informed by the Marinet computer system, linking ships to each other, to MAFF, and to the Portsmouth ops room.

The system allows E-mail messages to be sent, law updates, position of fishing boats and ship boardings to be spread rapidly to all concerned – a kind of Interfishnet.

Knowing when a vessel was last boarded helps to prevent undue interference with



● Alongside – Hunt-class MCMV HMS Brecon sits beside an Eastern European fish factory ship as her boarding party assists a team of fisheries inspectors off the south coast.

fishermen, most of whom are working very hard – and within the law – to make a living.

There are times, though, when fishermen are delighted to see a grey hull approaching.

Last July, for example, Brecon disposed of a 1,000kg Second World War mine

hailed in by a Belgian trawler in the Thames estuary (see below).

In other cases, search and rescue operations have been supported, injuries treated, nets and ropes untangled from propellers by Royal Navy divers, and mechanical or refrigeration problems solved by a little technical wizardry from a passing

Royal Navy engineer.

Squadron ships also help out with the regular requests for bread, milk or tea bags, and more than one cold, tired fisherman has made the most of the Navy's hospitality far offshore by using a shower, grabbing a hot drink, or enjoying an impromptu high-seas barbecue.



● Surprise catch – HMS Brecon detonates a powerful 1,000kg World War Two mine from a safe distance of 800 yards. The German acoustic mine had lain on the sea bed in the mouth of the Thames for more than 50 years before a Belgian trawler brought it up in its nets – and asked the Royal Navy for help in disposing of it.

Fisheries experts in three weeks

THE THREE-week Sea Fisheries Enforcement Course is split evenly between the Ministry of Agriculture, Fisheries and Food (MAFF) offices in London, the MAFF laboratories at Lowestoft, and at a university annex at Grimsby.

Students examine fisheries legislation, learn how to recognise more than 100 species of fish, different types of fishing vessel and fishing gear technology.

They are also taught the legal aspects of enforcement.

At Lowestoft and Grimsby, mornings usually begin at 6.15 with a visit to the fish market, and students can talk to fishermen aboard their boats.

At the end of the course candidates must pass an exam.

If they are successful, they become fully-fledged British Sea Fisheries Officers (BSFOs), and can tackle the 6-inch thick Blue Book, the bible of EU and UK fishery regulations, which is to be found on the bridge of Squadron ships.

Policemen of the seas

LEGAL controls which the Fishery Protection Squadron enforce include:

GEAR: British Sea Fishery Officers (BSFOs) must know rules on net mesh-sizes, and permitted net attachments.

QUOTAS: Each nation's fishing quota is divided regionally by the country, and again by local groups. Weight and type of catch is checked against licence and log-books.

PAPERWORK: Under-recording (stretching the quota) and over-reporting (to obtain a larger quota in future) are checked, and licences confirm where and for what a boat should be fishing.

Boardings are carried out by at least one of the ship's BSFOs – the Commanding Officer, Executive Officer and, on OPVs, the Gunnery Officer – usually with the help of one or two senior ratings.

Recent prosecutions by Squadron members include



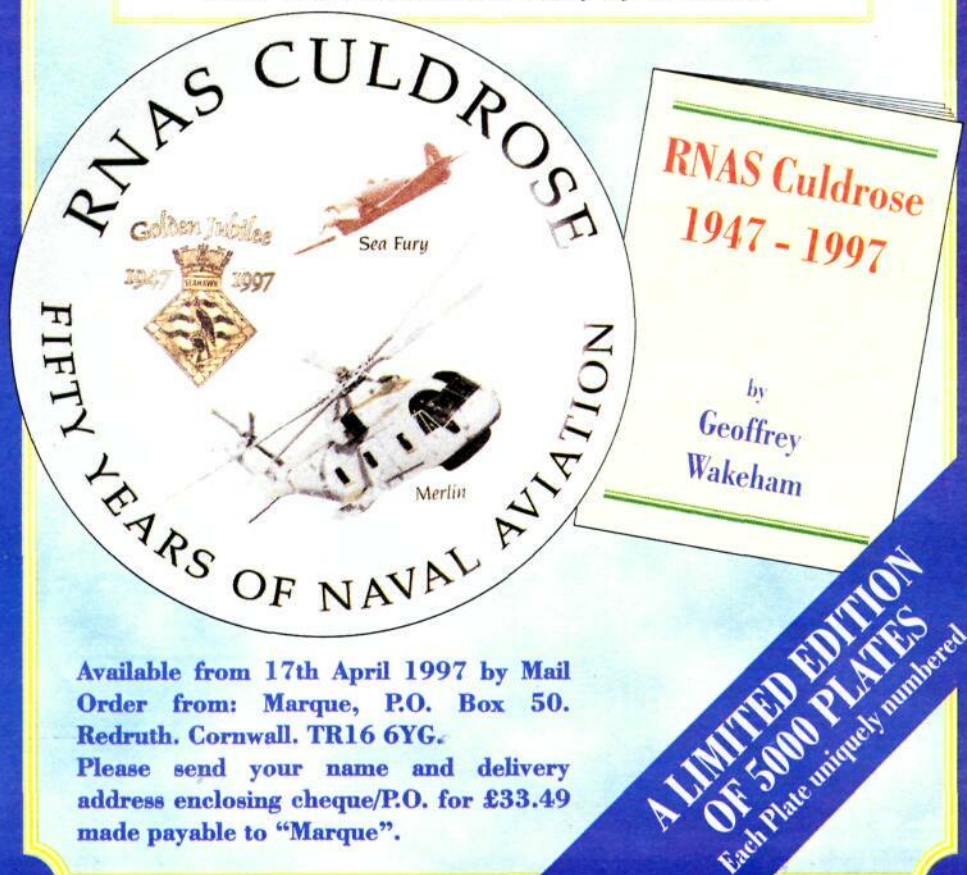
● No meshing – Lt George Franklin examines a boat's nets.

HMS Chiddingfold detaining a Belgian trawler with a third of a ton of under-sized bass and HMS Orkney detaining an

Anglo-Spaniard (a Spanish boat fishing legitimately under a British licence) whose skipper exceeded his quota.

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Volunteer service comes to Pompey

A NEW charity in Portsmouth aims to set young adults on the right course by teaching the traditional skills of seamanship.

The Maritime Volunteer Service provides training ashore and afloat to enhance people's job prospects as well as providing an interesting hobby.

The World-wide growth in the shipping industry is leading to a severe shortage of qualified officers from developed countries and the MVS intends to bridge the gap.

Their Portsmouth HQ at Number 1, Admiralty Road, was officially opened by the City's Lord Mayor, Councillor Mark Hancock. Guests included Admiral Sir Jeremy Black, Rear Admiral Sir Morgan Morgan-Giles and Cdr Sir Robin Gillett, former Lord Mayor of London.

The is now trying to raise £20,000 for a training vessel, medical equipment and uniforms.

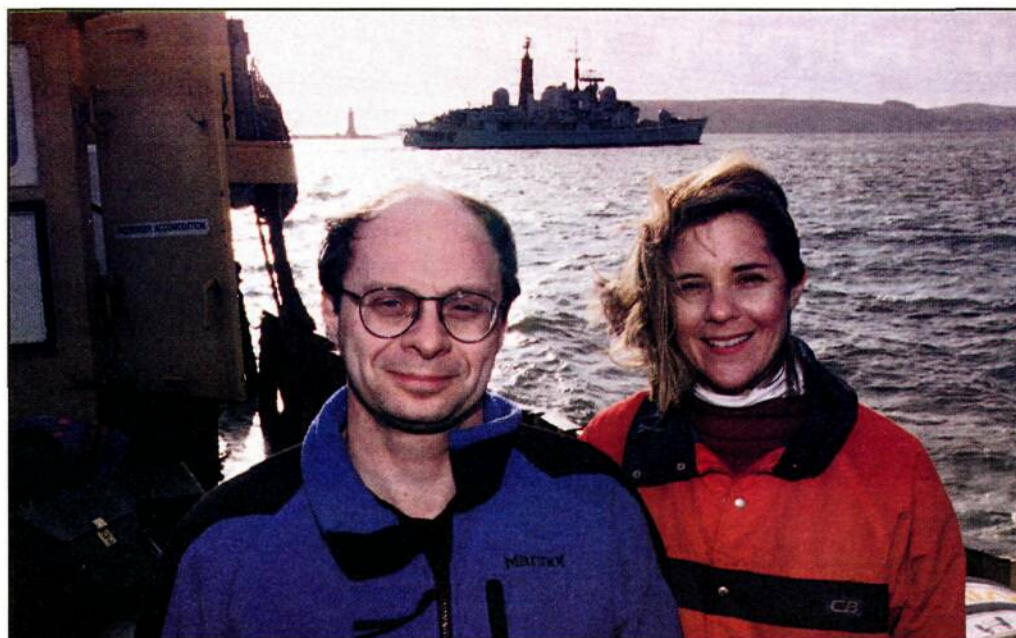
And recruits from any age between 18 and 55 who would like to learn about the sea and pick up qualifications at the same time are actively sought.

Instructors

And the MVS is also looking for instructors aged between 55 and 65 who have long experience of the sea and would like to pass on their skills.

The MVS also provides uniformed teams to assist the local emergency planning organisation when required.

For more information, or to make a donation towards the Maritime Volunteer Service, contact Haydn Chappell at 8 Kings Rd, Alton, Hampshire, GU34 1PZ. Tel 01420 88733.



From auction to action stations!

TWO bidders at an RNLI charity auction in London found themselves at sea in conditions which would have tested the sturdiest lifeboat.

Ronald and Christine Zeghibe won a day at sea with the Royal Navy and joined HMS York for a Thursday War exercise off Plymouth.

They arrived on board the ship the night before and had dinner with the Captain, Cdr Andy Moll.

But on the day, conditions were rough enough to ground HMS York's Lynx helicopter

and the ship had to cope with gale force eight conditions to provide air defence for the task group.

Dressed in overalls and anti-flash gear, the couple toured all areas of the ship and often found themselves confronted by thick smoke as damage control teams went through their drills.

Unique experience

Both were delighted with their day on board. Ronald said: "The other auction it could have been arranged through a travel agent but this was a unique experience!"

● Left: Ronald and Christine Zeghibe enjoy calmer waters as HMS York sets sail from Plymouth Sound. Picture: LA(PHOT) D Whittaker

Sea cadets to signal start of new millennium

THE SEA CADETS are planning to revive technology dating back over 200 years to herald the arrival of the new millennium.

They plan to use semaphore and flashing lights to send a signal between Portsmouth and London along the route that was used to pass news of Nelson's victory at Trafalgar to the capital in 1797.

This time, organisers hope to pass a message more than 75 miles from the Admiralty Building in London to Southsea Common.

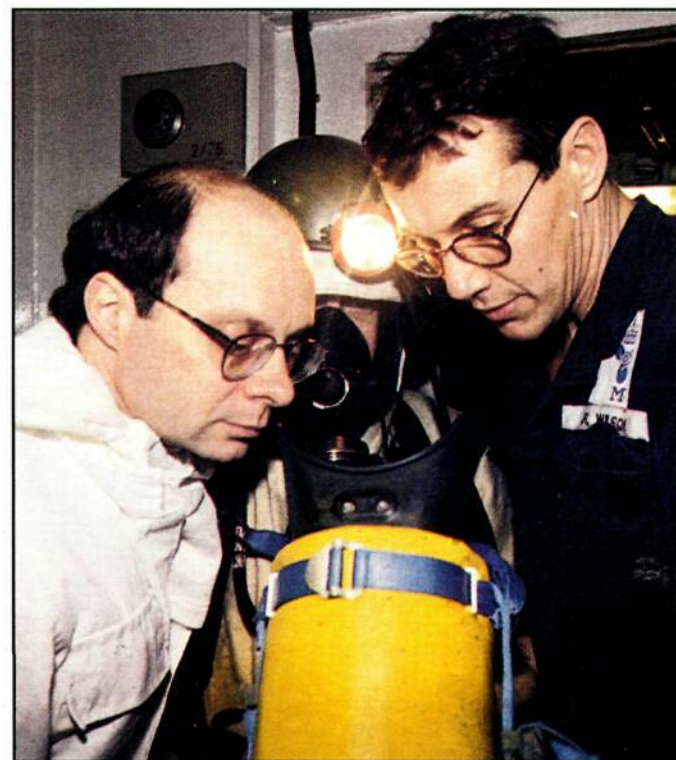
Signal stations at the Chelsea Royal Hospital, Putney Heath, Cabbage Hill, Netley Heath, Hascombe, Blackdown, Beacon Hill, Portsdown Hill will be set up to relay the message, recreating

the old Admiralty Telegraph route.

Exercise 'Trafalgar Light' is the brain child of Lt N Norris, District Communications Coordinator for the London Area Sea Cadet Corps.

He said: "Plans are still at a very early stage and we would be interested to hear from anyone who could contribute to the project."

Lt Norris can be contacted at 6 Tell Grove, East Dulwich, London SE22 8RH, telephone 0181 299 0242.



● Right: CMEM Tugg Wilson demonstrates a thermal imaging camera with a damage control team member.

Culdrose band enjoys a carnival in Cologne

MUSICIANS from RN Air Station Culdrose endured a 44-hour return coach trip to Cologne in West Germany to take part in the City's pre-Lent carnival.

Eighteen bandmen, clutching their trumpets, drums and other assorted instruments, joined fellow Royal Navy band enthusiasts for 21 engagements on the four-day tour.

"The atmosphere was wonderful" said cornet player Gill Wilton. "We worked extremely hard and marched for miles but it was all very good fun."

"There were fifty players in our band and we were just one of about 100 bands that were taking part!"

Sleepless nights

Having caught up with their sleep, band members are now back to their usual routine of twice-weekly rehearsals.

As well as taking part in a wide variety of events at Culdrose, they can also be seen performing at selected local venues.



● A Gazelle from 705 Squadron hovers by the control tower at RNAS Culdrose. The helicopters will soon disappear from Cornish skies

STAMP OF APPROVAL FOR FINAL 'FIRST DAY' COVER

THE GOLDEN Jubilee of RN Air Station Culdrose and the disappearance of 705 Squadron Gazelles from Cornish skies are being marked with the issue of a special commemorative cover.

Issued by the Post Office on

April 17 priced at £3, the envelopes will feature a Gazelle outside the control tower at Culdrose. In time for the station's International Air Day on July 26, the Post Office will also issue a limited edition of first day covers, priced £7,

with the Gazelle featuring prominently.

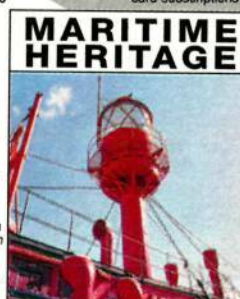
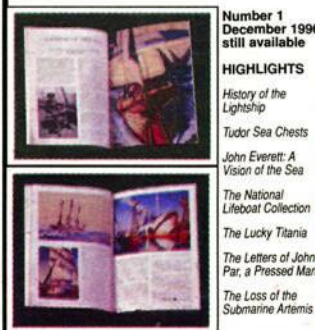
Both issues will bear the appropriate stamps. For more details, contact the station's Public Relations Officer, RN Air Station Culdrose, Helston, Cornwall.

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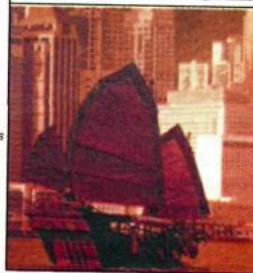
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Submarines come in from the Cold War – and go global

The Royal Navy's all-nuclear submarine flotilla is arguably more of a key item in the NATO arsenal now than it was at the height of the Cold War – and the eagerly awaited order for the Astute Class boats, armed with Tomahawk cruise missiles, will further strengthen its role on the world stage, too. This is in stark contrast to the sometimes held public perception that the disposal of the Upholder Class conventional submarines a few years ago signified that the Submarine Service as a whole was in decline.

In an interview with *Navy News* an Underwater Warfare expert at the Ministry of Defence put away a few more popular misconceptions. As he says –

IT'S TIME TO EXTEND OUR REACH

‘One of the problems we have had, historically, is that to some people submarines are not as obvious a part of the Fleet as their importance merits.

Occasionally we get a spot of good publicity when you can say that submarines have done this or that – but their presence is not always self-evident, often deliberately, and they don't pay all that many port visits, so there is clearly a difficulty in maintaining a high public profile.

Submarine operations are anyway necessarily often covert – so their recent role in the Adriatic wasn't made public (in *Navy News*, for the first time) until long after the event. By which time, of course, the impact was reduced.

The Submarine Flotilla consists of 12 nuclear powered Fleet submarines (SSNs) and the four Trident missile boats – which now make up not only a significant chunk of our Fleet, but an equally important part of the NATO nuclear fleet as a whole.

The Americans are reducing the size of their all-nuclear submarine fleet dramatically, as we did some years ago. Their SSN fleet will be roughly halved, so our 12 are increasingly significant.

On the Atlantic side it has been predicted that the US Navy will ultimately have about 25 SSNs – so we've gone to the order of about 35 per cent of the Atlantic based NATO nuclear submarine fleet.

To that extent alone our submarines are more important than ever. But as I say, it's not something that is necessarily clear to the public, nor do they have as many opportunities for publicity as we might wish for.

But submarines are one of the three 'core capabilities' for the Royal Navy – SSNs, aircraft carriers and amphibiousness. How do you get a ship with a heavyweight punch into a hot spot area in time to be able to react to whatever's going on – giving the politicians time to make decisions, with something they can actually use as a back up if it all goes wrong?

There are very few ships that can get there fast enough to be effective in the time scales we are talking about these days – the Falklands is an historic example of submarines arriving well in advance of the surface forces.

Aircraft carriers project major

power, but Tomahawk makes a big difference to the submarine presence in this sort of scenario – we are buying 65 of these missiles.

We will always have a Tomahawk submarine available to go anywhere as required, and stay there for anything up to two or three months. And then, if we want to, we have enough submarines and missiles to maintain one continuously on station for as long as the specific threat exists – without support, as deployments over the past few years to the Indian Ocean and the Far East have shown.

These deployments have been a good illustration of the capabilities of the submarine – whatever you put in it. Tomahawk may currently be the highest profile weapon system, but there are all the traditional submarine roles including anti-submarine and anti-surface warfare, and gathering intelligence. With the sophisticated equipment we have now, we can hide in international waters off someone's coastline and monitor what is going on by listening in to radar or communications activity, or simply by observing his movements and reporting back.

Take a resurgence in the threat

'It will concentrate the minds of the maverick leaders more than any other weapon we have had up to now'

from Iraq – you could have a submarine in the Eastern Mediterranean that could pick up information from there to give a much fuller intelligence picture to the main forces coming through in response to any heightening of tension.

‘We have in the past been particularly focused on NATO activity – we have had relatively little operational requirement to go far east of the Gulf. Now the Cold War threat has receded there are other places where we would like to make our presence felt, if we were called upon to do so, as well as demonstrating our commitment to our friends and allies.

It is a question of extending our reach. We don't know where the threat is coming from next. Since World War II there have been around 40 conflicts world wide, and we have only managed to predict two of them. . . .

Hopefully Tomahawk will pre-

vent some future conflicts as we can now tell whoever happens to be stirring up trouble that we have got this capability – and that he personally could be its prime target, because it's so accurate.

So it will concentrate the minds of the maverick leaders more than any other weapon that we have had up to now has done.

I should add that SSN operations farther afield do present another kind of challenge. One of the features of the Indian Ocean, say, is that it is a very different environment from the North Atlantic in terms of temperature, salinity, currents and so on – which produce very different operating conditions for both the equipment and the people.

‘Your sensors may detect information at a very much longer range than in Atlantic waters, and so systems designed to cope with a certain volume of data suddenly find they have to deal with a lot more.

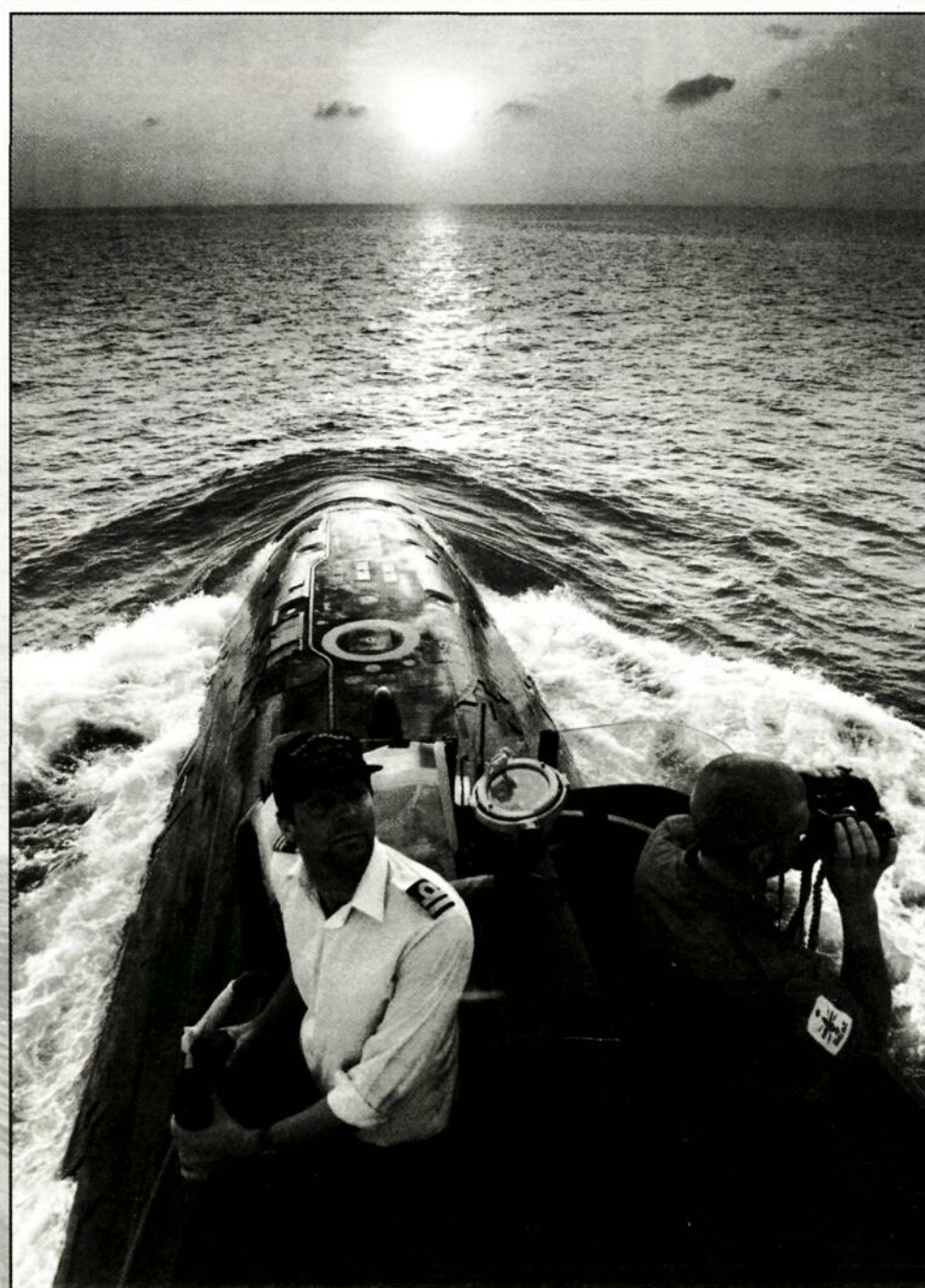
We have been remarkably successful with deployments there, though, where the ability of an SSN to operate totally unsupported for prolonged periods has again been demonstrated. A

nuclear submarine carries everything it needs with it, and the only limiting factor is when the food eventually runs out.

No problems which have affected the overall operation of our submarines have arisen in the course of these trips, which is one reason why we are so keen to get the Batch 2s, the Astute Class, into service.

The Trafalgar may have been optimised originally for North Atlantic operations, but they have always had a worldwide capability, and we have conclusively proved that now.

The demise of the Upholders was a significant cut when we took out not just a class, but an entire type of submarine. But there are disadvantages in operating conventional submarines, particularly with the UK's world wide interests – they don't have the ability to maintain sustained high speed and they require periodic refuelling, as well as being less able than a nuclear submarine to repo-



● Proving a worldwide capability – HMS Trenchant in the South China Sea last month as part of the Ocean Wave 97 deployment (see also page 19).
Picture: CPO(Phot) Paul Cowpe

sition quickly in response to a changing tactical situation.

A diesel submarine, even with the benefit of air independent propulsion, is still not capable of getting to, for instance, the Gulf anything like as rapidly as a nuclear boat. It is at its most effective in static or slow moving operations.

As to the charge that nuclear submarines don't have the same shallow water capability as diesel boats, that is somewhat misleading. If you look at it in simple terms, you can get a nuclear submarine into about the same depth of water with very similar safety margins.

The difference in depth of water required is about five metres and it's essentially a function of the deeper draught of the SSN. In some places that makes a big difference, but in a lot of places the water depth increases by the necessary five metres in just a short distance further out from the shore.

‘Even so, we were of course very sorry to see the Upholders go – but with the end of the Cold War it was a very painful but correct decision.

While we don't see Russia as being an active threat to the West, it still provides the benchmark for the capability we need to have. Over the past two years or so it has been reported in the open press that they have operated their submarines extensively away from their local training areas – into the Atlantic, the eastern seaboard of the USA and the Mediterranean.

They have deployed their most capable submarines. They don't have large numbers of these at a high state of operational readiness, but they have concentrated all their resources on their best equipment and their submarine flotilla has received probably the highest priority in their Navy.

There is no doubt that they are very much more capable now than they were a couple of years ago – and they are approaching Western levels of effectiveness. Our submarines, we believe, have been totally immune when operated in a totally covert posture anywhere we wish to send them. We still believe we have the edge, but the gap has narrowed considerably.

‘One of our chief concerns at the moment is the proliferation of very advanced submarine technology. We are not so concerned about the anti-submarine warfare capabilities of the majority of these submarines that have been sold around the world, but we are concerned about the threat they pose to surface ships – particularly to ships taken up from trade or amphibious ships.

The Royal Navy has been particularly successful in recently ordering a series of new ships for deployed and amphibious operations and they need to be fully protected so that they can undertake their designed tasks.

A first class ASW capability is essential for the safety of ships operating in the vicinity of a submarine threat, which is one of the reasons why, along with the Astute Class, we are investing a lot of resources in ASW in surface ships, submarines and aircraft.

There is still a quantifiable, albeit small, risk that a conventional submarine with a relatively poorly trained crew could sink a ship carrying, for example, a large quantity of troops or equipment.

It may not be able to evade very successfully once it's fired its torpedo – and almost certainly wouldn't be able to conduct operations against another submarine. But the damage would have been done.

The order for the Astute Class is thus both welcome and timely,

and represents another significant milestone for the Royal Navy, and especially for the Submarine Service.



● Badges of the three new Astute Class submarines ordered last month – their predecessors were all 1945 A Class submarines that saw service throughout the 1950s and 60s, like HMS Alliance which is preserved at the RN Submarine Museum.

MUTINY!

Colin White, Chief Curator of the Royal Naval Museum at Portsmouth, tells the story of the Great Spithead Mutiny on its 200th anniversary

THE HANGING of Richard Parker and 28 other sailors 200 years ago marked the end of the Great Spithead Mutiny which paralysed the Navy for two months in 1797.

Modern views of 18th-Century naval life still tend to be coloured by Hollywood images of savage punishments and the infamous press gangs.

But the mutiny which led to Parker's death at the end of a yardarm on the battleship HMS Sandwich at Sheerness was mainly about pay.

In 1797, the pay of an ordinary seaman had been fixed at 19 shillings (95p) a month for 150 years - possibly the longest pay freeze in history! And its value had been seriously eroded by war-time inflation.

The more enlightened officers realised this and sympathised with the demands. Nelson wrote to a friend: "I am entirely with the seamen in their first complaint. We are a neglected set and when peace comes we are shamefully treated."

Demands

As the mutiny progressed, the seamen extended their demands to include the quality of their rations, better care of the sick and the right to shore leave.

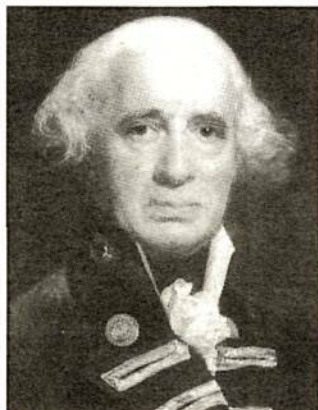
Once again, these were all judged to be reasonable by the majority of officers and the mutiny eventually led to marked improvements in all these areas.

If the whole affair had been handled sensitively, it might well have been settled quickly and without violence. But the Admiralty ignored the seamen's initial demands, and when it was forced to take notice the men were treated with disdain and suspicion.

By contrast, most of the seamen behaved with a dignity and discipline that put their panicky superiors to shame.

The mutiny fell into two main stages. On April 16, Easter Sunday, finding that all their petitions for better pay were being ignored, the crews of the ships at Spithead refused to obey an order to take their ships to sea.

Taking control of the Fleet, they assembled delegates in a special council on board the flagship, HMS Queen Charlotte.



● **Admiral Lord Howe:** The 71-year-old was a great favourite with seamen and his intervention helped to bring the Spithead Mutiny to a bloodless conclusion. He is an ancestor of the present day Defence Minister, The Earl Howe (see page three)

It was all very subdued and understated - a very British upheaval - and once they had submitted a list of grievances to the Admiralty, the delegates settled down to an organised and disciplined routine.

They drew up regulations for the running of the Fleet and declared that they would sail at once if the French put to sea.

Awake, at last, to the seriousness of the situation, the Admiralty acted quickly. Within a week, a pay rise had been given and a pardon issued to all mutineers.

But then, fatally, the Government began to drag its feet and the sailors feared losing all they had gained.

For the first time, violence broke out and the dispute was only settled when the 71-year-old Admiral Lord Howe, a great favourite with the seamen, was sent to intervene personally.

Celebration

Although crippled with gout, Howe spent 12 hours being rowed around the Fleet at Spithead and eventually, thanks to his efforts, the formal end to the mutiny was celebrated with a grand dinner in Portsmouth on May 15.

Two days later the Fleet set sail and resumed its blockade of the French fleet at Brest.

But then, just as the authorities were congratulating themselves on having averted a disaster, news came that the other principle home Fleet, based at the Nore anchorage in the mouth of the Thames, had mutinied.

This second stage of the mutiny was potentially much more dangerous. In pursuit of their demands, the ships at the Nore imposed a blockade on the port of London, which threatened the livelihood of the influential merchant community and caused a financial crisis.

Revolution

With the Spithead Fleet already pacified and at sea, the Admiralty was no longer willing to bargain. In any case, they believed that they had already agreed to all reasonable demands and they saw the Nore Mutiny as akin to revolution.

And their impression was reinforced by the actions and language of the seamen themselves. Unlike their colleagues at Spithead, who had managed to retain anonymity, they elected a leader, Richard Parker.

Parker styled himself 'President of the Floating Republic' and the authorities instantly linked the mutiny to the French Revolution and began to suspect a left-wing plot.

Surrender

For all these reasons, the Admiralty refused to negotiate and in the face of this stand, Parker's support began to ebb away.

By June 13 all his ships had surrendered without winning any further concessions. But, having won, the Admiralty then behaved with unexpected humanity. Of the 412 men tried for mutiny only 29, including Parker, were hanged.

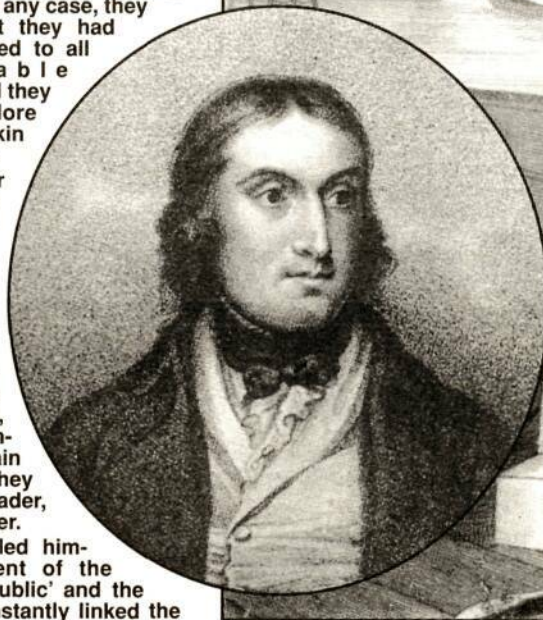
In theory, the mutiny should have given the French a great opportunity, but by the time that the news of the outbreak reached them it was too late to organise an invasion force.

Instead, just four months later on October 11, the British won the second of their great naval victories of 1797 at the Battle of Camperdown.

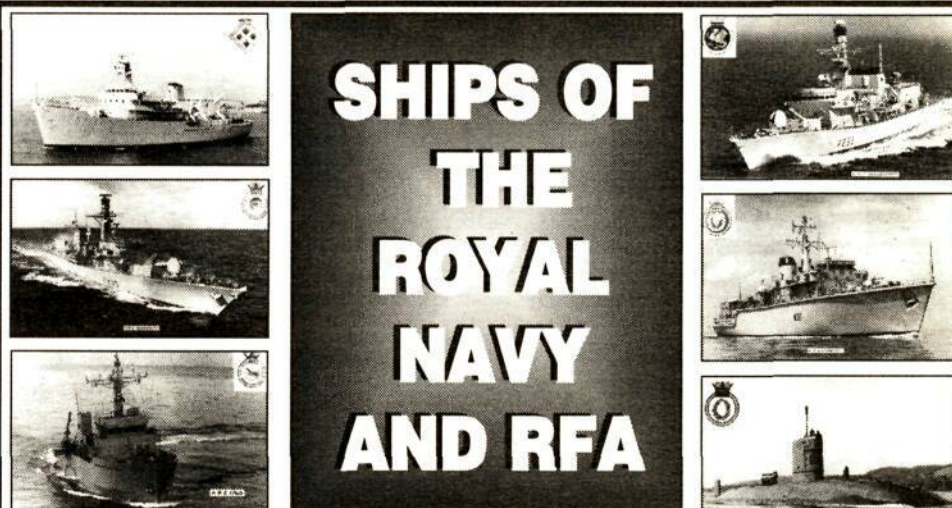
In the Fleet commanded by Admiral Adam Duncan were seven ships from the Nore Mutiny.



● **Richard Parker (inset)** leader of the Nore Mutiny at the mouth of the Thames, swung from the yard arm of HMS Sandwich in the Royal Dockyard, Sheerness, on June 30, 1797.



● **Despite rough and ready recruitment by the infamous press gangs and severe punishment for defaulters, the Great Mutiny at Spithead was mainly to do with pay.**



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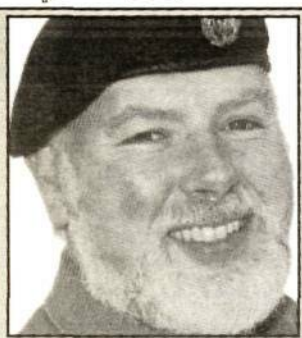
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People in the News



● CPO James.

Boats work wins award

A MEMBER of a Royal Navy engineering unit has won praise for additional work he has been putting in.

Chief Petty Officer James, of the Falkland Islands Navy Engineering Unit, was presented with a certificate of Merit from the Commander British Forces Falkland Islands, Brigadier Campbell, prior to leaving the Islands.

Chief James's award was in honour of the time and effort he put into restoring boats used by Mount Pleasant Airfield Sailing Club.

Six of the best

SIX MEMBERS of the same department at HMS Dryad have received medals for their roles in NATO operations in the Adriatic.

The six – LS(R) Holland, OM(AW) Waring, LS(R) Furey, PO(R) Grimes, AB(R) Smith and LS(R) Cullen, currently serve in the Action Speed Tactical Trainer at the School of Maritime Operations, based at Southwick, Hampshire.

The medals were presented by Commodore Richard Lippitt, Commodore of Dryad.



● On parade – members of the Vancouver Naval Veterans Drum and Bugle Corps line up at the commissioning ceremonies for HMCS Vancouver FFH-331, shortly after the formation of the group.

Band veterans turn back clock

A GROUP of naval veterans from Canada has turned back the clock – but encountered some problems along the way.

The Vancouver Naval Veterans Association (VNVA) comprises some 350 former members of the Royal Navy, the Royal Canadian Navy, other Allied navies and the merchant marine.

Popular

Several years ago a member broached the subject of forming a drum and bugle corps along the lines of the bands which were popular during the Second World War, playing the tunes which were very popular in 1939-45.

An initial turnout of six members did not bode well, particularly as most were without a complete uniform – the Canadian Armed Forces abandoned the "round rig" some years ago, and only a small number were set aside for Sea Cadet units.

Eventually the firm which made the original uniforms was approached to tailor new uniforms for the Corps; the patterns had long been discarded so the Corps provided a uniform for the firm to work from.

So the Corps, now resplendent in new "old" uniforms, turned to honing their musical skills.

Most of the 28 or so members of

the Corps are in their mid to high-60s – the distances they march now are somewhat less than they could manage 50 years ago – and most learned to play their instruments since joining the band.

Echoes

Twice-weekly practice sessions brought the Corps to an acceptable level of performance, and they now regularly bring echoes of wartime drum and bugle bands to assembled veterans around Canada.

The Corps spends around

12,000 Canadian dollars on maintenance of uniforms and equipment, and finds the funds to perform at remote locations.

But much of this additional funding come from the veterans' own pockets, so the Corps would be grateful for any uniforms, or parts of uniforms, which could be donated.

The Corps has a permanent contact in the United Kingdom; write to Les Aylett at 21, Dore Avenue, Portchester, Hampshire PO16 8BU.

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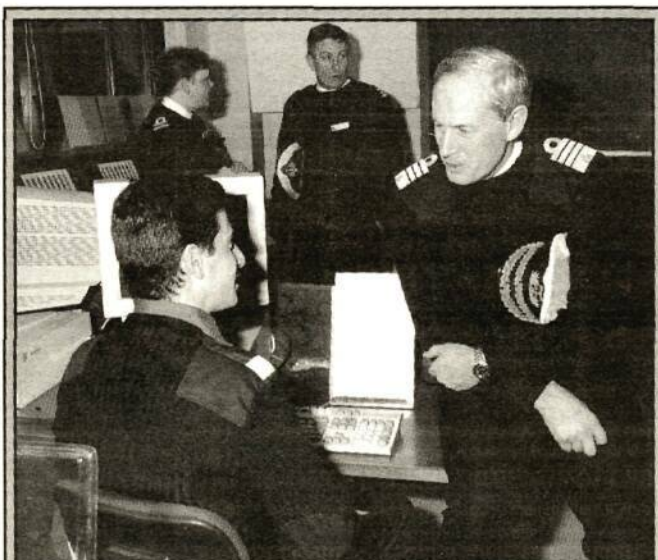
Together – 50 years on

SIX ex-telegraphists returned to their roots, 50 years to the day after they entered the Navy.

The six – John Hyland, Alan Rose, Ken Pugh, John Porter, George Wootton and Ken Horton – went back to St George Barracks, Gosport, a new-entry establishment in 1947.

After touring the barracks, now home of the Directorate of Fleet Support (Communications and Information Systems) (Gosport), known as OASIS, the six had lunch in the OASIS Club – more familiar to them as the 1947 sick bay.

Any member of Keppel VI class of 1947 not yet in touch should contact Ken Horton through the PRO, DFS(CIS)(G), St George Barracks, Mumby Road, Gosport, Hants PO12 1AB.



● An admiral calls – Second Sea Lord Admiral Sir Michael Boyce toured HMS Collingwood at Fareham to meet trainees and staff at the Navy's School of Weapon Engineering and Communications Training. Admiral Boyce is pictured talking to OM Yusuf Zihni at the computer-based trainer in the communications faculty.



● Dr John Clarke.

HK GP back home in UK

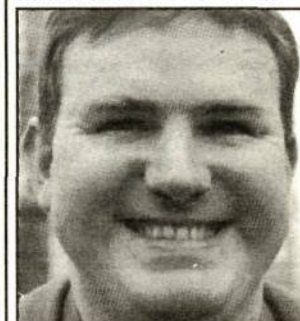
JOHN Clarke is returning home after working in what was a very peculiar practice for a British GP.

Dr Clarke spent almost two years working with the Joint Services Medical Unit in the Hong Kong garrison, and he is expected to be the last civilian GP attached before it withdraws in preparation for the handover to China at midnight on June 30.

Another unusual facet of the practice is the high proportion – up to ten per cent – of war veterans, who qualify for free medical treatment.

Dr Clarke was the ideal candidate for the Hong Kong job, as he had just left the Navy after eight years.

He is now seeking to rejoin as he believes there are opportunities for training and practice he could not find outside the Services.



● LMA Nick Tavender.

Medical man leaves it late

A ROYAL Navy medical man is one of the last members of the British Armed Forces to be posted to Hong Kong.

Leading Medical Assistant Nick Tavender, from Hampshire, took up the job of looking after the Hong Kong Squadron in December, and leaves in June with the rest of the Garrison.

He sails with patrol craft whenever they deploy, and at other times is a "jack of all trades" in the medical centre of the Prince of Wales Barracks.

Gold fillip for Navy dentist

A ROYAL Navy dentist has won a rare accolade by taking the University of London Gold Medal.

Surgeon Lieutenant (D) Edward Madgwick studied dentistry at Kings College, London, beating off stiff competition to gain a Naval Dental Cadetship in 1993, two years into his five-year course.

As part of his studies, Edward spent some time in Hong Kong with the Navy.

He obtained a distinction in Parts One and Two of his dental degree, graduating with a rare Honours BDS.

Following his outstanding results, he undertook a further viva – a detailed examination of his knowledge – with an external examiner, and was deemed the best student from all the London Dental Schools, giving him the prized Gold Medal. The medal was presented to him by the Princess Royal.

Edward, who hails from the West Country and attended Sherborne School in Dorset, undertook initial naval officer training at the Britannia Royal Naval College.

He is now a vocational dental practitioner at HMS Collingwood in Fareham, Hampshire, and hopes to seize some opportunities for service at sea.

● **Crowning achievement** – Surgeon Lieutenant Edward Madgwick is presented with the University of London Gold Medal by the Princess Royal.



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People in the News



A family tradition

A DORSET Naval family is already grooming the next generation of Senior Service personnel.

Mrs Joanne Gratton's husband, AB Jeffrey Gratton, is serving in HMS Fearless, at present deployed on Ocean Wave in the Far East, while her father-in-law, Lt Cdr Stephen Gratton, is in Portsmouth Naval Base. His father in turn was also in the Navy.

Mrs Gratton's father served in the late 1940s and early 1950s, including a two-year spell in HMS Norfolk.

Now the Grattons are looking to the future. Mrs Gratton's eldest son, Scott, has just joined his first ship, HMS Illustrious, and hopes to see his father at some stage during Ocean Wave.

Two more children are on the way - Kirsty (11 - above) and Phillip (12 - below) have both won Sea Cadet awards and play in the TS Boscawen band. Kirsty was christened on HMS Berwick.

And Stephen (eight) and little sister Amanda (five) will also be encouraged



Helping out in class

ROYAL Marines have been taking time out of their overseas training to help schoolchildren learn about Britain.

Members of 42 Commando are in Norway to conduct Extreme Cold Weather Warfare Training, and are based near the town of Steinkjer.

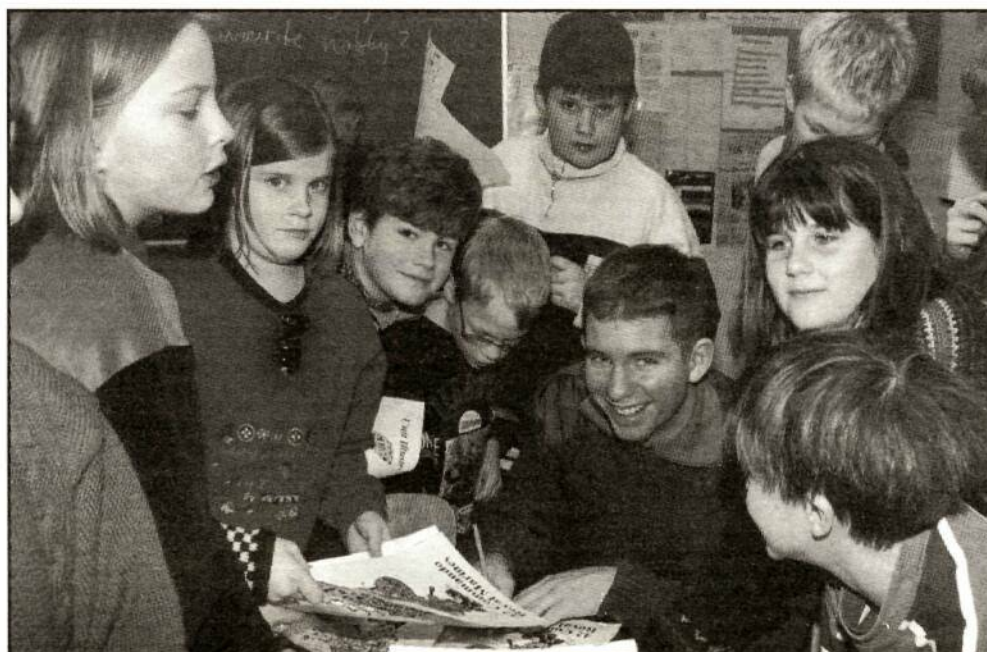
The Royals were invited by local schools to talk to the pupils about life in the corps and their home country.

One of the Royal Marines is Neil Cartwright (20), who went to King Richard's School in Portsmouth before joining up in 1995.

"I was a bit nervous because I didn't think the children would speak much English, but I was amazed at how good they were, even the primary kids," he said.

Since winning his Green Beret at the Commando Training Centre in Devon, Neil has served in a number of exotic spots around the world - and he is aware of the potential that brings to see other ways of life.

"It's important for us to try to meet local people when we are abroad to show them there is more to the Royal Marines than just being professional soldiers," he said.



● Class work - Marine Neil Cartwright with Class 2NG from Steinkjer primary school.



● Bishop Kirkham.

Bishop tries life in a box

THE BISHOP to the Armed Forces has been sampling life in a box at the Royal Naval Air Station, Culdrose.

The Right Reverend John Kirkham was in Cornwall to meet personnel and see the work of the station.

As part of the visit, the Bishop sat in the cockpit of the Sea King pilot training simulator - a box when viewed from the outside, but with the look and feel of a real helicopter when you are seated inside.

"He really enjoyed himself," said the station's Church of England chaplain, the Reverend Simon Beveridge.

"It certainly gave him a very good idea of the sort of emergencies that Navy pilots learn to handle."

Survey ship's prize guys

THREE members of HMS Herald's ship's company reaped their rewards for their contribution to life on board the ocean survey vessel.

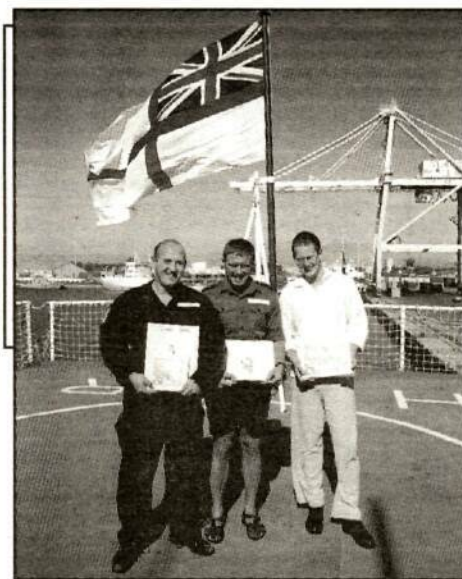
MEM(L) Andrew Wright, LPT Neal Morris and CH1 Richard Salt received sets of Admiralty Chart table mats for being deemed Sailor of the Quarter in their respective departments - operations/warfare, supply, and engineering.

All three contributed to events and entertainment during last year's Mediterranean

deployment, during which Herald, with other NATO research vessels, took part in an exercise during which she had to collate oceanographic and meteorological data in a limited period of time to support maritime operations.

Herald then helped with beach surveys for an amphibious exercise in Turkish waters, as well as general oceanographic work and surveying the approaches to Akrotiri in Cyprus.

This year sees the ship at work in the Indian Ocean, updating Admiralty charts.



● Three quarterly heroes - from left, Andrew Wright, Neal Morris and Richard Salt with their Admiralty Chart table mats.

Indonesian admiral visits rescue team

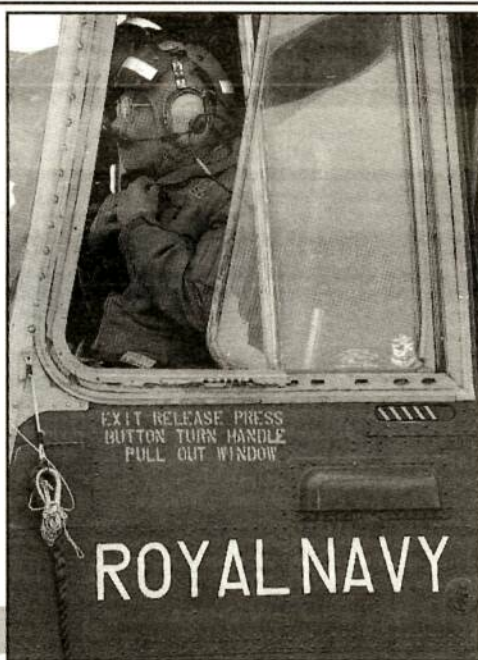
AN INDONESIAN admiral has paid a visit to RN Air Station Culdrose in Cornwall to study British Search and Rescue (SAR) organisations.

Admiral Harinto, head of his country's SAR services, was accompanied by senior Indonesian civil servants on his fact-finding mission to see how SAR is structured, the communications used and life-saving equipment.

Culdrose's Mark V Sea Kings of 771 SAR Squadron, frequently used in rescue operations around West Country coasts, were on view - they were recently involved in the search for the ill-fated St Ives-registered fishing boat the Gorah Lass.

The admiral met Lt Cdr Graham Milton, Commanding Officer of 771 Squadron, and other members of the team before being given a demonstration flight in one of the squadron's Sea Kings.

● Sea King answers - Admiral Harinto aboard a helicopter during his fact-finding visit.



Historic map for Legion chief



● Historic print - Professor Julian Hunt (left) presents the first edition D-Day weather chart to Vice

ADMIRAL Sir Geoffrey Daulton marked the start of his retirement as President of the Royal British Legion by returning to HMS Dryad, where he was Captain from 1979-81.

During the visit, Sir Geoffrey was presented with a first edition print of the weather forecast used for the D-Day landings. The print was presented by Professor Julian Hunt, Chief Executive of the Met Office.

The presentation was made in the room where the Allied invasion of Europe was planned, on the northern slopes of Portsmouth Hill in Hampshire.

Copies of the limited edition print, the exact 50in by 34in size, fully-framed, and authentic colours of the original showing the tides, light, wind and weather conditions which sparked Operation Overlord, are available at the discounted price of £299.

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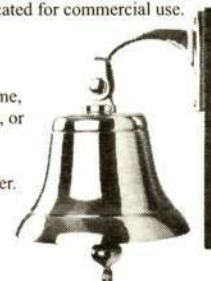
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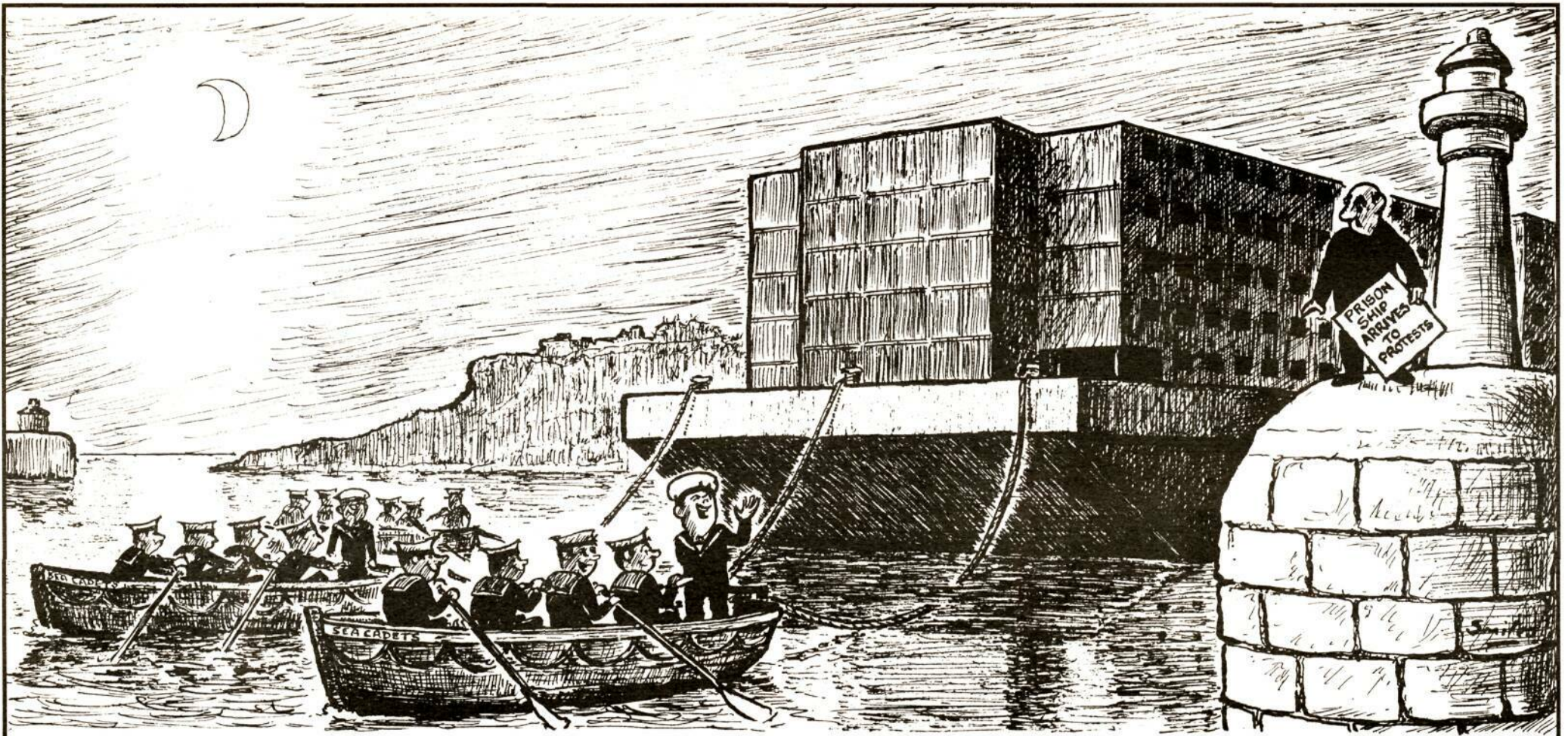


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'Well, you lot want it moved and we want some vandal-proof headquarters – OK?'

NEWSVIEW

Cadets forced behind an iron curtain

TAUNTON Sea Cadet unit has been forced out of its headquarters in Victoria Park. Not by lack of funds – although most of these outfits are generally strapped for cash. Not by an unsympathetic landlord. Not by lack of voluntary support. But by members of that section of society it is primarily designed to serve.

Young cadets and their parents had been tormented and threatened by gangs of teenagers – and now they have accepted an offer of a new home within the secure environment of the Hydrographic Office which has its own HQ in the town.

Unfortunately TS Taunton Boxer's is not an isolated case. In last month's issue we told how arsonists destroyed Warrington unit's HQ along with much of its 75 year heritage. All its musical instruments, trophies and awards plus furniture, books, radio equipment and training aids provided by years of fundraising activity were lost.

It was the fourth attack on the building in less than a year. While Warrington's spirit remains defiant, there is something chilling in its avowed intention to rebuild the place "like Fort Knox". The new building will have no windows, steel shutters will cover its doors and security guards will patrol outside at night.

There are 400, largely self-supporting Sea Cadet units in the UK. All share the same ethos – by drawing on the nation's seafaring tradition and the high standards of the Royal Navy, they aim to help young people to responsible adulthood by developing self-discipline and self-respect, teamwork and consideration for others, leadership and personal skills and a sense of responsibility to the community.

The communities in which they operate – regardless of the political persuasion of their elected representatives – are always happy to parade them on occasions that may be dignified by a home-grown uniformed presence: they are the visible embodiment of what they hope the community as a whole may aspire to.

It would be a tragedy if, for the rest of the time, they were all obliged to retreat within themselves, hiding their light behind a bushel of steel shutters.

Nuclear technology still strains credibility

'INCREDIBLE...' That was the reaction of one reporter invited to the Ministry of Defence to hear about the Navy's new class of nuclear submarines – which will never need refuelling in the course of their entire lifespan.

The rest of his colleagues – most of them seasoned defence correspondents – had taken the news with equanimity. One or two were seen to stifle a yawn. But his pardonably ingenuous remark seemed to wake everyone up.

As one, the panel of experts turned to him in surprise and gratitude. Well, yes – it is incredible, they agreed.

It is 40 years ago this month that the Queen approved the name HMS Dreadnought for the first British nuclear boat. But it is easy to lose touch with the fact that the awesome power of the Navy's nuclear submarine force is still little understood by the people whose taxes pay for it.

FISHING BOATS RESCUE DRAMA

■ From front page

a Royal Navy Sea King helicopter within an hour of them raising the alarm, while sadly two others lost their lives off Cornwall. One more died and three others are feared drowned in the North Sea, while a canoeist went missing, feared drowned among the islands of Scotland's west coast.

The Campbeltown had put Lt Cdr James Kirkwood on board the *Starlight*, disabled east of the Orkneys by a flood in the engine room on the evening of March 3. Three of her six crew members had already been winched to safety by an RAF Sea King rescue helicopter based at Lossiemouth.

The boat, from Fraserburgh, was listing heavily when Lt Cdr Kirkwood was put on board, equipped with five flotation bags. By that time the light was failing and the water level in the *Starlight* was 6ft deep. The upper deck was awash.

Lt Cdr Kirkwood had time to deploy only one of the bags before the remaining three crew members – including the master – jumped into the water, believing the vessel was about to sink. With no chance of saving the *Starlight*, the Naval officer followed her crew's example.

All were picked up unhurt by Campbeltown's inflatable sea boat as the fishing vessel sank by the stern.

The RAF Sea King was able to land on Campbeltown's flight deck so that the three fishermen she had winched up could be given dry clothing and treated for shock and immersion along with the others.

That done, all six of the *Starlight*'s crew boarded the helicopter to complete their journey to Aberdeen Hospital for observation.

Campbeltown had been taking part in a Joint Maritime Course 20 miles from the *Starlight* when Aberdeen Coastguard relayed her distress message. Other vessels standing by at the scene included a lifeboat and the *Marmory Oak*.

Two days later, two fishermen who had to abandon their sinking

Four jump to safety as light begins to fail

boat at night off Cornwall were rescued by a Royal Navy helicopter from RN air station Culdrose. They were picked up within an hour of calling for help.

The men put out a mayday call when water began pouring into their boat, the *Danielle Louise*, 20 miles east of St Anthony's Head. Falmouth Coastguard scrambled Culdrose's search and rescue helicopter, launched Falmouth and Fowey lifeboats and put out a general alert.

That was picked up by two RN ships in the area – HMS Newcastle and RFA Orangeleaf. The Newcastle, which had been en route to Amsterdam, acted as on-scene commander and guided in the Sea King helicopter piloted by Lt John Collicutt.

The aircraft's diver, POACMN Phil Warrington, was lowered to bring up the first survivor without complications, but while doing so the helicopter's downwash capsize the lifeboat. PO Warrington went down again and found the second man clinging to the upturned raft before winching him to safety, too.

The fishermen were taken to Treliske Hospital, Truro suffering from shock and hypothermia.

Other members of the Sea King crew were Lt Mark McDermott (co-pilot), Lt Mark Wookey (observer) and POACMN Dusty Rhodes (winchman).

PO Warrington was again involved in the search on March 11 for two more fishermen, from the St Ives trawler *Gorah Lass*. She disappeared from the radar screen of her companion boat at 4.30 am while about two miles off Portreath. The subsequent operation involved the minehunter HMS *Dulverton* and Culdrose SAR flight.

During the operation, hampered by thick fog, buoys from a fishing vessel were discovered by St Ives lifeboat, and PO Warrington jumped from the aircraft and dived to 32m where he found wreckage later confirmed as that of the miss-

ing trawler.

The lifeboat later discovered the bodies of the fishermen, and they were flown to St Mawgan by Sea King.

On the same day, the SAR Sea King from HMS Gannet was occupied in a search which lasted three days for a missing woman canoeist between the islands of Mull and Iona. All that was found was a wet-suit boot and a paddle. Meanwhile a search was also going on for four fishermen whose boat, the *Westhaven*, sank in the North Sea. A distress beacon alerted the

Coastguard but there was initial confusion, partly as a result of there being another vessel named *Westhaven* in the area. Then fishery protection vessel HMS *Guernsey* found the sunken craft's beacon to confirm that a serious incident had in fact occurred.

The wreck of the *Westhaven* was later found on the sea bed with the body of her skipper on board. As Navy News went to press the bodies of his three crewmen had still not been found.

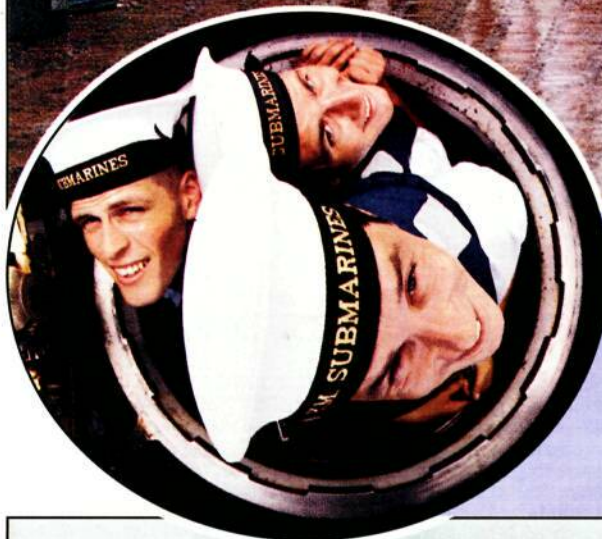
■ Gannet horse rescue – page 26



● Collicutt, Wookey, Rhodes and Warrington – the SAR crew from RNAS Culdrose who saved two fishermen off the Cornish coast.

Refuelling ships and recharging batteries on Ocean Wave

Topping up and sopping wet



● Life on the Ocean Wave – submariners from HMS Trenchant scurry for cover during a storm (above), while shipmates OM(TSM) Paul Ridley, nearest camera, OM(SSM) Matt Leeman (left) and OM(TSM) Darren Alexander go on to the casing on arrival in Singapore. Pictures: CPO(Phot) Paul Cowpe.

● (Below) HMS Fearless (left), RFA Sir Galahad (right) and RFA Sir Percivale conduct a replenishment at sea from RFA Olna, with RFA Fort Austin ahead. Picture: LA(Phot) Pete James.



A FAR EAST deployment is not all sun and fun – there is a lot of hard work to tackle, and into every sailor's life some tropical rain must fall.

The 600 Royal Marines of the Ocean Wave Amphibious Task Force, led by HMS Fearless, makes this the first deployment of its size east of Suez for 25 years.

A 1,500-mile passage across the Arabian Sea towards India saw temperatures hit 30C, and as well as training and exercising the group has carried out several RASes, or Replenishments at Sea, to take on supplies.

While Fearless and the Landing Ships Logistic Sir Percivale and Sir Galahad visited India, RFAs Olna and Fort Austin headed west to meet the Carrier Task Group, led by HMS Illustrious.

The carrier completed a number of significant operations in the Arabian Gulf.

Sea Harriers of 801 Naval Air Squadron flew a number of combat air patrol missions over southern Iraq in support of Operation Jural – the first time that Royal Navy fighter aircraft have helped police the skies over Iraq as part of the United Nations initiative.

Although similar missions were flown by Navy pilots over Bosnia, Iraq presents a greater threat, as Saddam's forces possess a range of potent surface-to-air missiles.

With their unrivalled combination of AMRAAMs (Advanced Medium Range Air to Air Missiles) and Blue Vixen radar, the Harriers completed their missions successfully and no Iraqi military aircraft penetrated the no-fly zone.

Throughout March, Illustrious was also home to four GR7 Harrier ground-attack bombers from 1 Squadron, based at RAF Wittering, embarked for their first operational exposure to an aircraft carrier.

Although RAF Harriers have operated from carriers before, this is the first time that a front-line GR7 squadron has been embarked with full support. The GR7 differs from the Sea Harrier in that it is built mainly of carbon fibre, rather than metal, has larger wings, and advanced bomb-aiming gear in



place of the Sea Harrier's radar.

Meanwhile HMS Trenchant, having visited Phuket, has reached Singapore for maintenance and leave, though hopes of shedding the submariners' traditional pallor for a suntan were dashed by storms.

The nuclear submarine's next engagement will be on Exercise Flying Fish, in conjunction with the navies of Malaysia, Singapore, Australia and New Zealand.

She will later be joined by her Devonport sister submarine, HMS Trafalgar, and will visit Australia before returning home.

● Flying in supplies – a Sea King helicopter undertakes vertical replenishment at sea for HMS Fearless, transferring stores from RFA Fort Austin. The RFA ship has now left the Amphibious Task Group.

Picture: Mr Rowe.

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Chatham's date with history

DEVONPORT-based HMS Chatham has left her home port for a date with history.

The Type 22 frigate will eventually follow in the wake of the Ocean Wave deployment, and will be in Hong Kong when the colony is handed over to the Chinese at midnight on June 30.

She will be the floating headquarters for the outgoing British military administration, and will escort the Royal Yacht Britannia.

The ship's company will provide part of the Guard of Honour for the ceremony, and the 260 sailors will have served on the last Royal Navy warship to leave the British base.

Chatham is deploying for eight months, mainly on Armilla Patrol in the Gulf of Arabia.

However, her first ports of call will be in South Africa, where she will take part in a Fleet Review to celebrate the 75th anniversary of the South African Navy.

The frigate will then head for Kenya, the Gulf and Singapore, before arriving in Hong Kong.

On the way back home, she will play her part in the United Nations embargo on maritime trade with Iraq, exercise with other navies, and promote British interests in the region.

She is due back in Devonport in October.

BRIDGING THE

Warfare training hangs in with a balancing act –



Thanks largely to a cut back in recruiting as a result of Options for Change and Defence Costs Study, the Navy doesn't have enough people to fill the available jobs – and the 'gapping' this causes is made worse by an imbalance between branches. The problem is keenly felt in the fledgling Warfare Branch which had the misfortune to get started right at the beginning of this cycle. The treatment is – and will be – painful. But it has had some beneficial side effects no-one foresaw. *Navy News* talked to Naval Secretary/Director General Naval Manning Rear Admiral Fabian Malbon (left) – and to some of the new breed of WB ratings in HMS Grafton.

The growth of the Warfare Branch, based on relatively stable force levels and recruiting, was badly affected by Options for Change and Defence Cost Study and so on – but I am absolutely convinced it was the only way we could go and exactly the right decision."

Rear Admiral Fabian Malbon, who has the job of reconciling the needs of the Fleet with the availability of suitable personnel, says it was necessarily born of the way the Royal Navy was already progressing – towards the most state of the art lean manned ships of the modern Navy.

"Our ships are more and more modern. A Type 23 frigate needs directors and supervisors in the operations room – but fewer and fewer compilers and 'doers' because the electronic systems can do that for you.

"On the Weapon Engineering side you need relatively more artificer input and less and less Weapons Engineering Senior Rate Mechanic input because so much of the kit is self-diagnostic – it tells you what is wrong and you change a board.

"Therefore the Senior Rate WEMs were being less usefully employed and getting less and less out of life while the Ops Branch were requiring increasingly more Senior Rate directors and supervisors. We were being driven to the stage where the two branches were not sustainable in the long run, as we looked ahead to even more leanly manned ships."

"The change to Warfare Branch was designed to increase effectiveness and produce a branch which met the needs of the 21st century.

"And so it was a correct and brave decision to say 'Let's start again with a Warfare Branch that combines operator and maintainer'. We get the best out of it by having operators who can perform the basic level functions and also become good maintainers as they progress up the promotion ladder – and they do well out of it too.

"I believe someone who leaves the Navy as a Warfare Branch senior rating or leading hand is going to be a lot more saleable outside, because he or she has been a technical rating as well as a seaman operator."

Selling the idea to potential recruits and people already serving was always going to

be difficult, though – and the name 'operator maintainer' had the wrong connotations.

"I remember there was a lot of argument at the time. We didn't want to use 'operator maintainer' because it had a throwback to the old days when we had WE seamen who would be lent to the WE department to polish guns and do basic maintenance – and they were 'operator maintainers'. We decided on the title 'operator mechanic' which described the dual role, and now, from the recruiting point of view, we are emphasising the point that they are joining the Warfare Branch which is a lot more descriptive."

The biggest problem was actually getting people through their courses, however. The long bar on recruiting imposed in the wake of the defence initiatives of the early 1990s meant new entry replacements for people taken off to do courses were still in short supply.

"An OM2 has to go to sea before he can go and do his OM1 course and the OM1 has to go to sea before he can do his LOM course. But you can only get them from sea to shore if you've got someone to replace them – and because we had a black hole with no-one in it we had no-one to relieve OM2 Blogs to go off and do his OM1 course.

"And because he couldn't do his OM1 course he couldn't return to sea and qualify and then go back to relieve somebody else so he, too, could do his LOM course.

The throughput to Leading Operator Mechanic is absolutely vital; it's the cornerstone of the whole branch. So now we have to have gaps – and if we had not accepted gapping we would have just frozen and there would have been a thin trickle of a throughput until recruiting picked up. The black hole would not have been filled, personnel from the source branches would have left in normal course – and in the end we would have had a serious shortage of LOMs who are vital to the development of the branch and the Navy.

"We had arrived at a very critical point. The way round this was to manage gapping, and to say to ships through FOSF 'We will take two or three people off your ship, OM2s who are fully qualified, send them for their OM1 course, take them straight off that and send them off to sea again to relieve an OM1 in some other ship – who can then come off and do the LOM course.'

"Gapping at sea is essential to getting throughput and alleviating this extremely

serious problem coming up. If you like, we are taking measured pain now to avoid more serious pain in four or five years' time."

Ships were actively co-operating with this regime, their COs recognising the wisdom of planning ahead and offering people up as they entered maintenance periods or low level deployments.

Inevitably, much of the weight was falling upon senior rates to provide task book training at sea ("as soon as he's finished with one lot he gets another bunch of rookies to train"). But meanwhile the Warfare Branch Working Group was working on a day-to-day basis to 'micromanage' the flow from sea to shore while the training establishments were looking at ways to accelerate the process for the more able students.

"We did this in the past with specially selected Able Seamen, streaming them through such and such a course more quickly, to get them back to sea and thereby get some advanced seniority.

"Now we hope we can do the same with the brighter OMs and thus take them through the system more quickly.

"That will be worthwhile because the training pipeline at the moment is not full – it was designed to take the full throughput of the Warfare Branch and we're not meeting that.

"We're still falling short in recruiting Warfare Branch ratings, although this is improving – but like all recruiting it's taking time to ramp up. You can't go from minimal recruiting to full recruiting in a week."

Improved information technology makes it easier for the Navy to predict the way the manpower situation will develop. Admiral Malbon thinks gapping may bottom out by mid summer; next year the deficit should start to close and, although it will take longer for the WB, parity could be achieved in 1999.

As a result though, the future for source branches will not look so bad as they might have feared.

"If there's a silver lining to the black cloud, that's it. It is quite clear that there will be good career prospects, good jobs for source branch Petty Officers, Chiefs and Warrant Officers well into the next century – and further down, we'll still have source branch leading hands who will run on and have worthwhile careers.

"We gave 2nd Open Engagements to the source branches last year and there will be more of that coming in due course. It wasn't part of the original plan, but it's a nice spin off."

An overriding concern in all this has been the maintenance of the Fleet's operational capability. The staff of Flag Officer Surface Flotilla and Commodore Naval Drafting were working "on an almost daily basis" to keep the balance right.

"We must ensure that we don't reduce the operational capability of the ship and it's a difficult equation. If we could ignore this consideration we could fill the training pipeline and solve the overall problem quite quickly."

This sort of day by day crisis management is a unique experience – but it has produced yet another 'silver lining' by removing some of the creative tension that once existed between the manpower business and the operation of the Fleet.

"The problem has brought us together so that we're actually hand in glove with each other. We now have a much more corporate view of what we're doing than we ever had before.

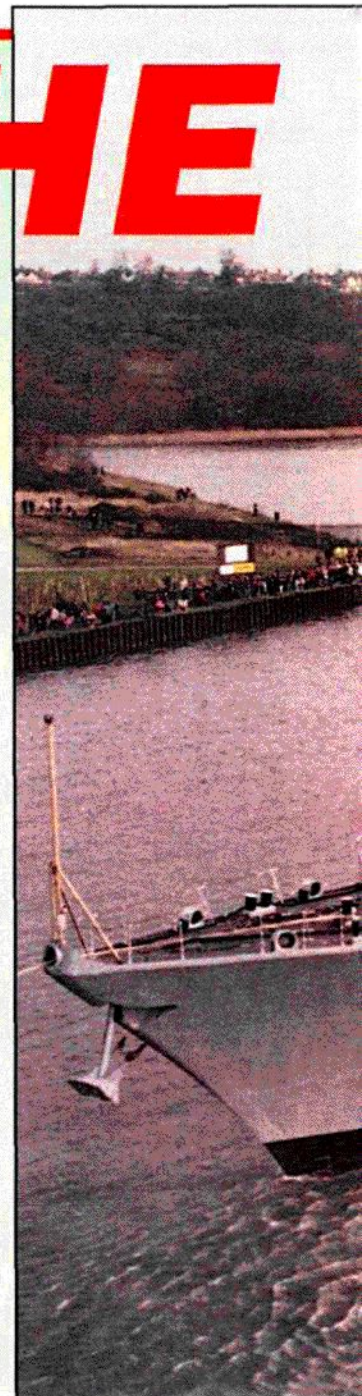
"Finally, the Submarine Flotilla doesn't have so much of a problem to start with. In the Surface Flotilla it was decided early on that we could not cross train at leading

hand level, but the submariners, because of the way they run their boats, had been multi-skilled for a long time anyway.

"In many areas their people had been doing almost the equivalent of operator/maintainer jobs already and their leading hands could quite easily be cross trained in the Warfare Branch. As it happens, the Submarine Service has proved the benefits of multi-skilling which is what WB is all about.

"In the Surface Flotilla we didn't take any transferees straight into leading hand – if they wanted to cross train they had to drop down a rung, come across and go up the other ladder. Which to their great credit many of them did – and they will see the benefits because they will go quite quickly through the system.

"Occasionally, when I've had a bad day and wondered whether we had done the right thing I look to the clear example of multi-skilling and can see that the new Warfare Branch was inevitable, and that despite a more difficult development than had been anticipated the problems will be overcome and the Branch will be a success."



WARFARE SHIP: 'Mix and match'

– as the trainees v

OM(AW) Paul Burnett

"When something's gone wrong in my section I've actually been allowed to get my hands on as opposed to just being a tool carrier – and when it goes right it's great. It can be difficult to get on courses – there are a couple of guys who have found they can't get off because they haven't got reliefs.

"My advice is to stick it out, though, especially if they've come through from source branch. In the long term, they would not have been able to go through PO rate or Chief's rate in their source branch whereas in OM branch they are going to be able to achieve that. They are going to be Chiefs and Warrant Officers. So yes, my advice is stick it out. Definitely."

WOM(UW) Anna Woods

"Some aspects of my job are the same as before, but technically there's so much more to learn now and it's much more varied. I can be busy working in the Ops room, on the flight deck or on WE – no two days are the same."

LOM(AW) Stephen Moyes

"I would have got my rate quicker if I'd stayed where I was and transferring into the Warfare Branch put me about a year behind. But I've got more chance of getting the next rate up now so it would be fair to call it a sideways step.

"The hardest thing for the OM2s, the new people coming in, is people's expectations of what they are required to do. The emphasis has shifted from shore to sea training and it's a fine balance, how much they need to know

before they go to everything but the

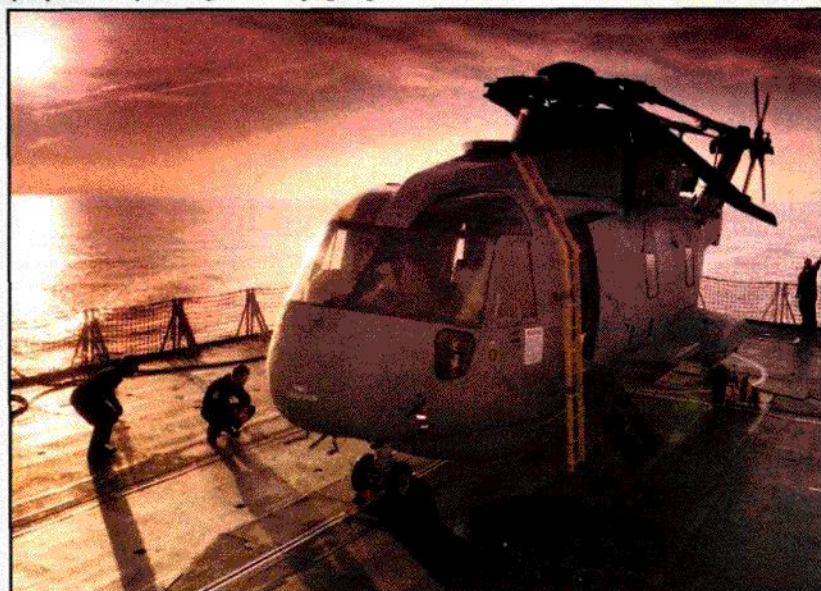
OM(UW) Paul

"On my last ship difficult to adapt to, but I was thinking about long ago. They were OM2s before – but I did four and where I had to be much more varied the morning, the ing the helicopter back to flight deck. I don't like the

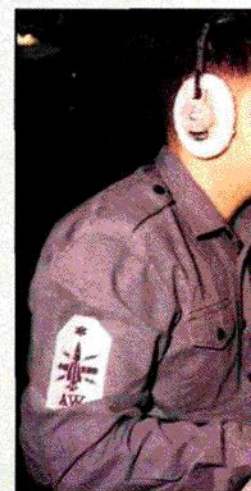
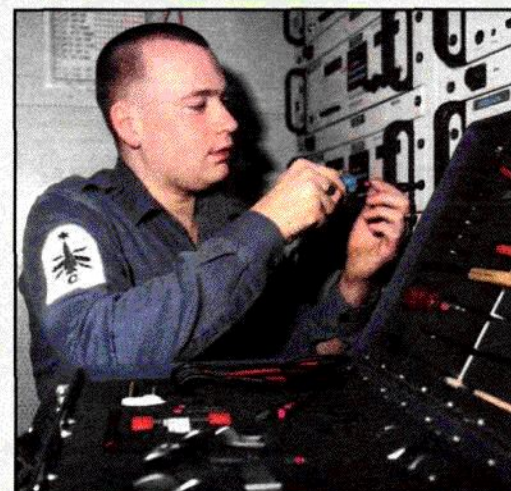
"The old Chief they've got WEM always realise w

LOM(AW) Da

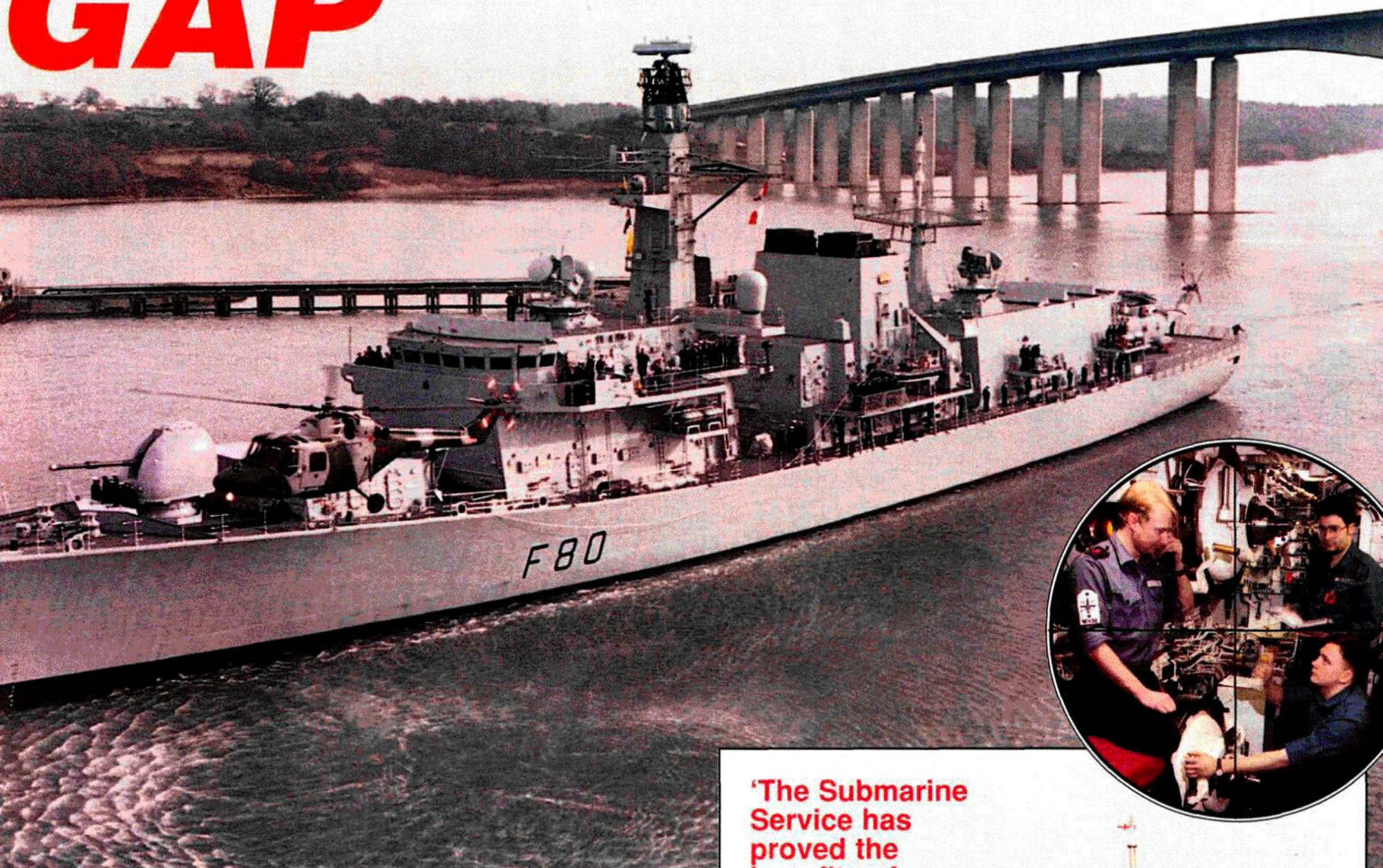
"At sea, watchke Before, as an Op and if I wasn't th quarterdeck. Now so I could keep a ing, the system c shaken to come "When I'm not other parts of th enjoy the WE as The difference b



"Yesterday I was WEM party in the morning, then I was part of the flight deck crew lashing the helicopter down... I don't like the same routine every day."



GAP



... does create competition. But on a ship like Grafton where almost everyone's Warfare, it's solved.'

weigh up their chances

... sea. They get a little information about ... they don't really get time to absorb it."

Day

... there were Chiefs who were finding it ... to having OMs on board and I was seri- ... out reverting to my old branch not so ... ay they have never had to work with ... t they don't always take into considera- ... I've never been an OM before either. ... a half years as an AB Sonar. I knew ... e and what I had to do, but things are ... d now. Yesterday I was WEM party in ... n I was part of the flight deck crew lash- ... or down, then I went into a RAS, then ... ck crew, finished that and was anchor- ... the same routine every day. ... s are expecting to get WEMs - but ... s and sailors all in one. They don't ... at we can and can't do."

arren Barrows

... eeping still takes up most of my time. ... erator, I only worked in the Ops Room ... ere I'd be working on the focsle or the ... wadays, I'm the first call-out maintainer ... a watch from 12 until four in the morn- ... could crash at 4.30a.m. and I could be ... up and get it back on line.

... on watch I work through the day on ... e ship, not just the combat systems. I ... ects now more than the Operations. I ... etween being an operator and WE is

quite defined. In Ops I just operated the gear, there was- ... n't much job satisfaction. There was no actual output ... and you didn't physically get a sense of achievement."

OM(EW) Cy Talbot

"One minute I'll be working with rope, the next I'll be ... using a modern computer system. It keeps you interest- ... ed. Instead of just pressing the buttons you get to find ... out how the systems work and it's quite exciting.

"I've been on other ships where the branches are all ... mix and match and it does create competition. But on a ... ship like Grafton where almost everyone's Warfare, it's ... solved."

OM(AW) Rob McCurrach

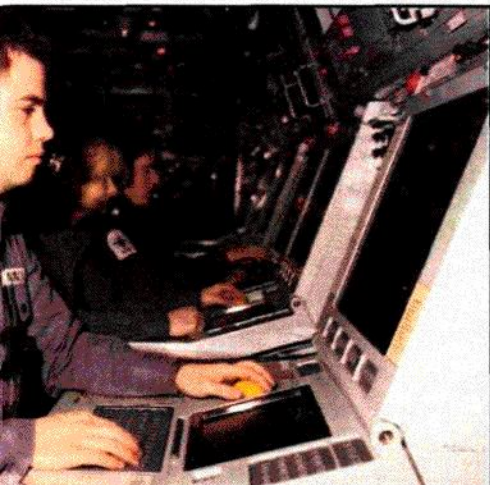
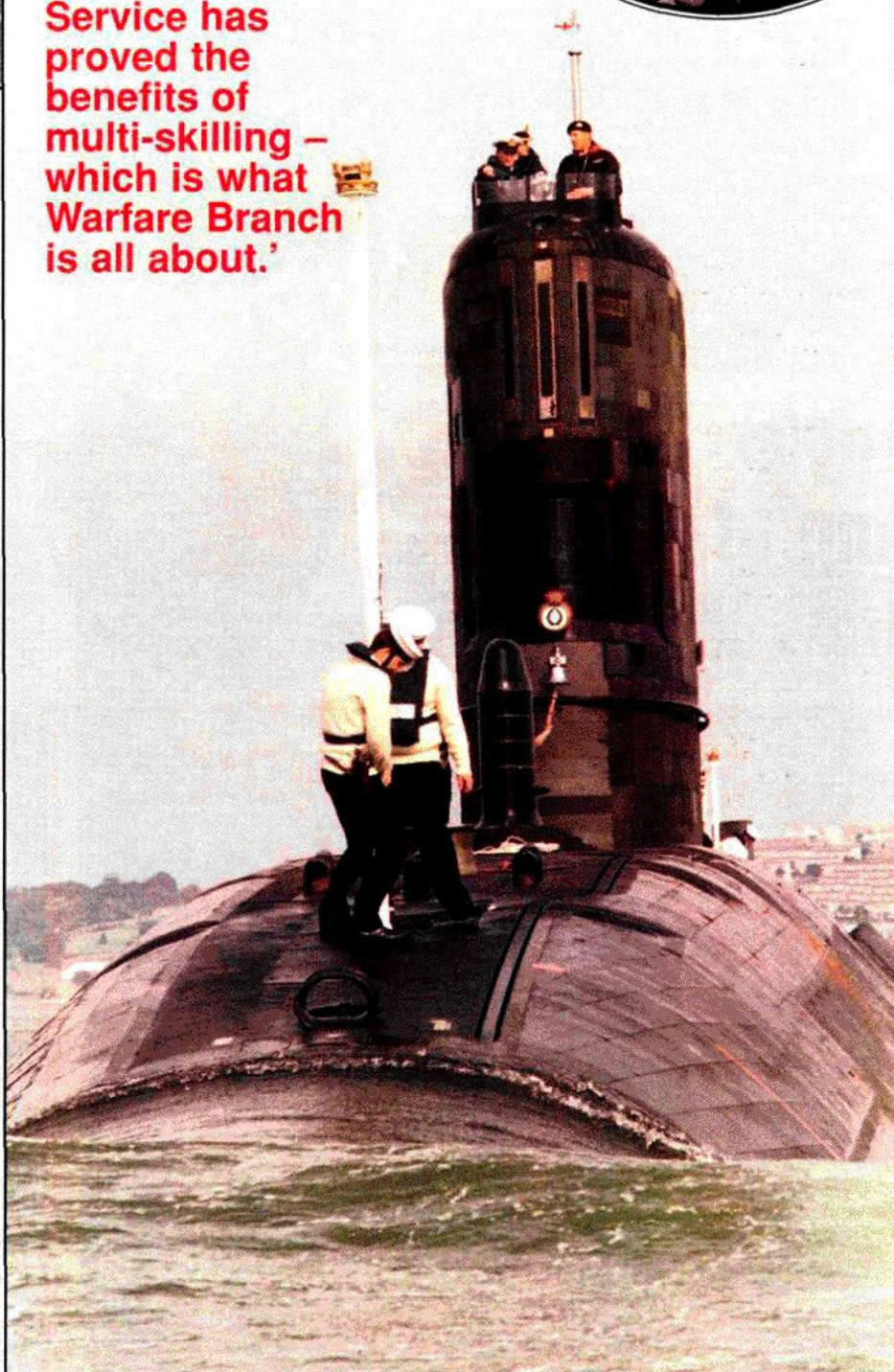
"In the radar branch people still think they are going to ... get their rate quicker, but they're not - the waiting list is ... getting longer. Although I had to take a step back I'll get ... there quicker in the long run.

"If I'd stayed an AB(R) I'd probably be on a main gate ... somewhere now. The source branch was just a bottle- ... neck. Accelerated advancement is what I'm looking for ... and this is the quickest way."

OM(AW) Paul Winch

"With previous experience you can breeze through it, no ... problems. The next course (OM1) shouldn't be a prob- ... lem either. It's when you get up to Killick level that you ... start learning about things you've never touched before. ... In the OM branch you see both sides of the story. With ... the Ops and WEM branches we used to think they did ... nothing and they used to think the same of us. ... "Now I can see that both branches work hard."

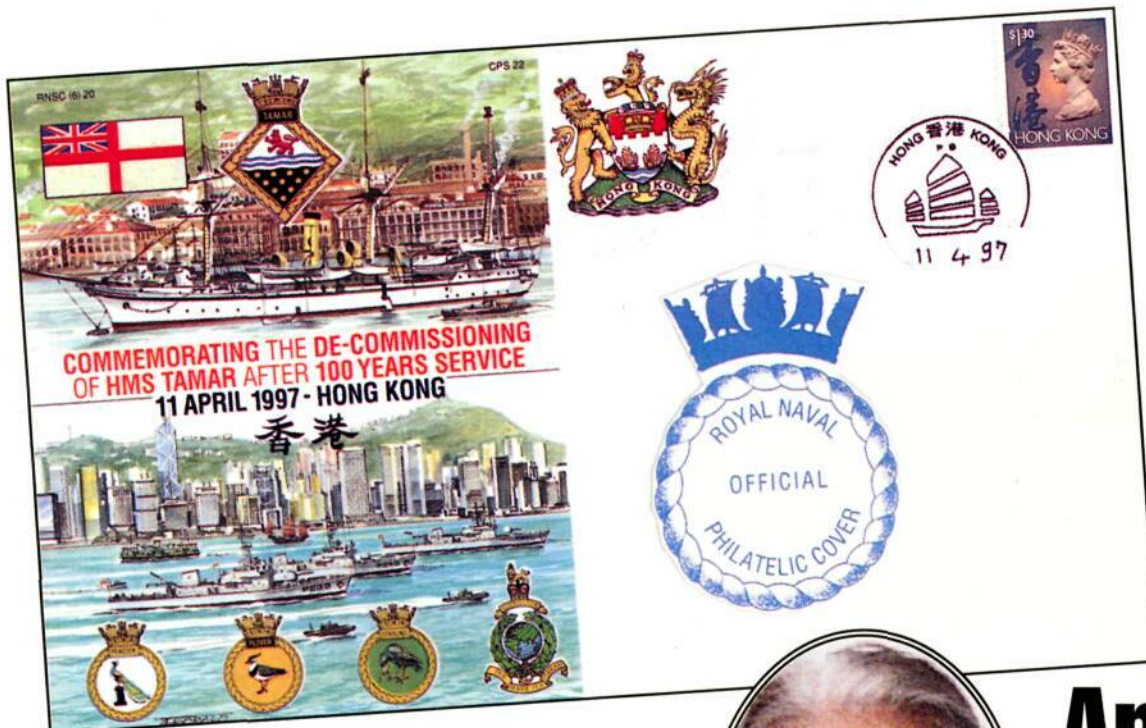
'The Submarine Service has proved the benefits of multi-skilling - which is what Warfare Branch is all about.'



At Your Leisure

THERE are 52 Jokers in this pack – well, 54 actually, if you count the two Jokers . . . Two serving RN personnel have drawn, painted and published 'Jackspack', a standard set of playing cards with Submariners, the Fleet Air Arm, the Surface Flotilla and the Royal Marines represented in the four suits. From Hold Fast Naval Cards (Tel 01505 614318) at £5 plus 75p pp with 10 per cent donated to Naval charities.

PLAY YOUR CARDS RIGHT!



Jenny's stamp of approval

Mrs Ng Muk-kah, BEM, Hong Kong's 'Jenny Side Party' named for her team of ship painters, will be one of the signatories of the latest RN Philatelic Society cover to mark the de-commissioning of HMS Tamar this month. Others include Governor Chris Patten and the Senior Naval Officer Hong Kong Commodore Peter Melson. Tel 01705 291259 for details



Mountbatten – in the view of a professional

YET another biography of the 20th century's most distinguished Navy man – but in *The Princely Sailor*, Mountbatten of Burma (Brassey's £19.95) Vice-Admiral Sir Ian McGeoch provides that rarity, an assessment by a professional contemporary.

Mountbatten's reputation as a naval leader has suffered from his being judged by the pattern of the Navy's senior officers prevalent before 1914 and persisting between the wars, characterised by Churchill as "competent administrators, brilliant experts of every description, unequalled navigators, good disciplinarians, fine sea-officers, brave and devoted hearts . . . more captains of ships than captains of war."

Mountbatten, on the other hand, was forward looking and fascinated by technology – cause enough for the likes of Sir Andrew Cunningham to question his judgment.

Technophobia was endemic among senior officers of the time.

That judgment was never more under question than in the aftermath of the Dieppe raid. McGeoch here points out, however, that the decision to use Canadian troops who were to suffer such appalling casualties was politico-military and not Mountbatten's; and that features of the plan that led to those casualties, ie inadequate naval bombardment and air support and the decision to make a frontal attack, were contrary to Mountbatten's advice.

Part of the resentment of Mountbatten's rapid advancement felt in the higher ranks of the Armed Forces – and especially in the Navy – was down to his "tiresome insistence upon the rightness of his views and decisions. Mountbatten may have had his faults, but in his own mind being wrong wasn't one of them.

— JFA

Anniversary for Anson

THE 300th anniversary of the birth of Admiral Lord Anson falls on April 23 and members of the Anson Society plan to celebrate his birthday in style.

An international seminar and exhibition will be opened at Carshalton House, Sutton, once the Admiral's home, by family descendant the Earl of Lichfield, on April 19.

Speakers will include Daniel Baugh, professor of modern British history at Cornell University USA; and Brian Lavery of the National Maritime Museum.

There will be an evening entertainment with a champagne toast, buffet and music. Tickets for non Anson Society members are £15 for the seminar and £10 for the soiree or £20 for a combined ticket. Tel Eddy Keough on 01903 882058 for details.

Lord Anson is chiefly remembered for his circumnavigation of the world in 1740-44 in which 1,300 men were lost through disease but from which he returned with £1m in Spanish treasure.

But he also has the first Battle of Finisterre to his credit, along with other actions; served an unprecedented two terms at the Admiralty; and introduced such wide sweeping reforms that he became known as 'The Father of the modern Navy'.

These included bringing the Marines under the control of the Admiralty Board and the introduction of the first officers' uniform.



● Admiral Lord Anson in full dress uniform, from the painting by Thomas Hudson.

His leadership was such that no less than six of his junior officers during the circumnavigation

went on to reach flag rank. Anson himself was made Admiral of the Fleet in 1761.



WHITE ENSIGN RED DRAGON

The History of the Royal Navy
in Hong Kong 1841-1997

A Royal Navy presence in Hong Kong, lasting more than 150 years, enters its final phase when HMS Tamar decommissions in April 1997

To mark the final chapter in this long and illustrious association, Naval personnel have produced a full-colour, hard-back book chronicling the history of the Royal Navy in Hong Kong from its arrival in 1841 until its final departure with the handover of sovereignty to China on 30 June 1997.

The book will raise money for the Locally Enlisted Personnel (LEP) Trust, a charitable

foundation set up by the British Garrison to provide funds for Hong Kong Chinese ex-British Servicemen who find themselves in need of aid after 1997.

With only a few months to go before the withdrawal of British Forces from Hong Kong, *White Ensign, Red Dragon* - edited by the Senior Naval Officer Hong Kong, Commodore Peter Melson - will be available from 30 April, price £19.95

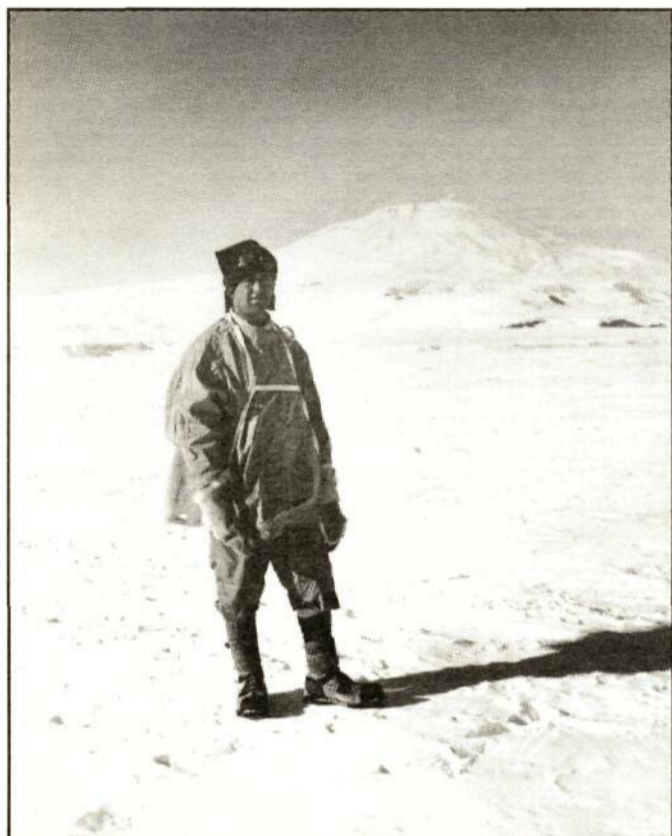
Copies will be available from 1st Lieutenant, HMS President, at 72 St Katherine's Way, London E1 9UQ.



At Your Leisure



Scott's last exped — on camera



● Left: Captain Scott, Mount Erebus in the background.

● Above: Chris, one of the expedition's Siberian dogs, listens to a gramophone record of Commander Peary relating 'How I Reached the North Pole' which he claimed to have achieved on 6 April 1909 (recently discovered evidence suggests he didn't). The legend on the side of the box reads 'Capt Scott's Antarctic Expedition 1910'.

● Right: 'Ice Cave' — probably Ponting's most famous image with the Terra Nova framed in the entrance: "From outside the interior appeared quite white and colourless, but once inside it was a wonderful symphony of green and blue."

HERBERT PONTING'S superb photographs of Captain Scott's last Antarctic expedition lent an added poignancy to its tragic outcome — and comprise what is probably the most famous pictorial record of exploration ever made.

Born in Salisbury, England in 1870, Ponting took up photography in 1900 and by the time he was appointed "camera artist" to join Scott's party in the Terra Nova he had worked as a war correspondent in the Russo-Japanese war and established a world-wide reputation.

He was the first professional photographer to go to the Antarctic and was inspired to produce his own best work there — indeed the portraits and landscapes he made are still probably the best to come out of the southern continent.

Scott himself said of his work:

"... most notable are his eye for a picture and the mastery he has acquired of ice subjects. The composition of his pictures is extraordinarily good; he seems to know by instinct the exact value of foreground and middle distance and of the introduction of 'life', whilst with more technical skill he emphasises the subtle shadows of the snow and reproduces its wonderfully transparent texture."

Glass negatives

Great care had to be taken in the cold temperatures to prevent damage to equipment and frost bite. Glass plate negatives had to be gradually introduced into the heat of the hut to prevent them cracking and cameras had to be stored outside to prevent condensation. "Often when my fingers touched metal they became frost bitten," he wrote. "Once, thoughtlessly, I held a camera screw for a

moment in my mouth. It froze instantly to my lips and took the skin off them when I removed it."

As the date of the bid to reach the South Pole approached he begged to be allowed to accompany Scott and his men as far as possible — but Scott refused, saying they could not transport his heavy apparatus and every bit of space was needed for food.

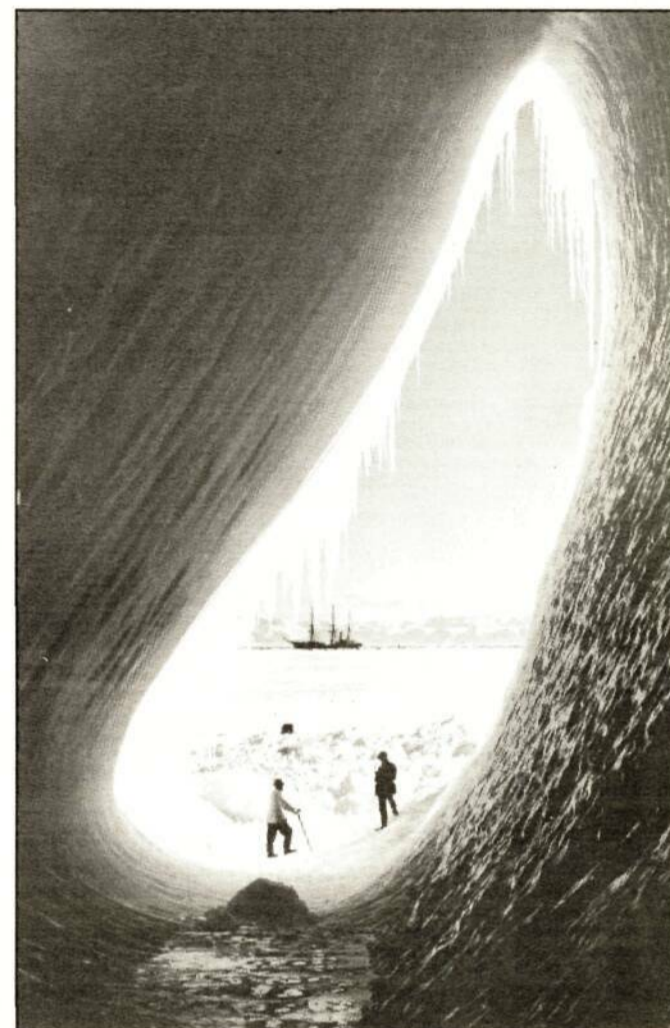
So, having recorded its start he returned to Europe — where he learned of its sad outcome. He made a film, 90 Degrees South and also wrote a book, The Great White South.

Cherry-Garrard said of him: "He came to do a job, did it and did it well. Here in these pictures is beauty linked to tragedy — one of the greatest tragedies — and the beauty is inconceivable for it is endless and runs to eternity."

The Ponting Collection, a limited edition of 20 fine art photographic prints made using the

original negatives of which a selection is given here, is available from Discovery Limited Editions at prices from £160-220 each or as a collector's edition and corporate package (for prices Tel 0181 543 4236).

□ All photographs Copyright Popperfoto 96



Fawlty's farce is sweet and sour

ONE of the reasons why A Fish Called Wanda was such a hit back in 1988 was that it represented, in comedy terms, the



● John Cleese is caught with his pants down in Fierce Creatures.

most harmonious Anglo-American collaboration since Laurel and Hardy.

Now, nearly ten years on, Fierce Creatures aims to repeat the success via the same trans-Atlantic mixture.

Screen Scene

The English components include the setting, actors like John Cleese and Michael Palin, and a traditional, saucy humour involving, for example, trouserless men cowering in cupboards, that reaches back through the Carry On movies, through seaside postcards and back to the old music hall.

The American contribution, as in Wanda, comprises the players Jamie Leigh Curtis and Kevin Kline, a series of cracking one-liners and the Keystone Kops legacy of lightning-paced slapstick.

The story centres on Cleese, manager of a small zoo, caught between the American owners who want to turn the place into a synthetic 'advertisers' paradise' ("Zebras sponsored by Kevin Costner") and the band of bolshe

animal keepers determined that things will stay as they are.

It's a situation that gives ample scope for Cleese to repeat his impersonation of a pressure cooker with the lid about to blast off. The cruel streak which many found in Wanda is absent this time around. For instance, the 'joke' about the Palin character's stutter is replaced here by a genuine joke which has him unable to shut up ("I'd just like to make 17 points").

It was widely reported that the making of the film was beset with problems — rewrites, re-shot ending etc. It's a tribute to the principals that none of this aggravation is reflected in the sweet and sour farce which is the end product.

Some Mother's Son is about IRA terrorist Bobby Sands, who murdered a soldier, was imprisoned, went on hunger strike and thus, in 1981, killed himself.

As the title suggests, the focus is on Sands' mother, played by Helen Mirren in a searing performance which all may appreciate regardless of their overall reaction to this troubling, uncomfortable picture.

— Bob Baker

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Calling old shipmates

R. Procter: W. Bennett wishes to trace his old shipmate, a PO(AME) last seen in 1953. He was at that point married and studying for his ET2 exam, and may have taken the £1,000 offered to stay in the service. Any details to W. Bennett, Chapel Cottage, Upper Welland Rd, Upper Welland, nr Malvern, Worcs WR14 4LD, tel 01684 560403.

PO Harold Pickard: Did anyone know Harold, who served in HMS Gurkha from 1938 until she was sunk in April 1940 off Norway, at HMS Drake until February 1941 (including service on the retreat from Dunkirk), HMS Prince of Wales until December 1941, when sunk off Malaya, and HMS Sultan, Singapore, until February 1942? If so, please contact his son Roy at 55, Beaulieu Close, Southampton SO16 8ED, tel 01703 731792.

Dennis (Jan) Brewer: Bill Parkinson would like to make contact with Jan – they served together at Whale Island and in HMS Vanguard in the early 50s. His last known address was in the Staines, Middlesex, area in the late 50s. Any information to Bill at RRR3 Lawrence Town, Anna Co, Nova Scotia, Canada B0S 1M0, tel 902 584 3764.

HMS Starwort: Is there any of the ship's company of the corvette who was involved in the rescue of survivors of the HMTSS Anselm, torpedoed on July 5, 1941? Please contact J. Thompson at 48, Heol Preseli, Fishguard, Pembrokeshire SA65 9JG.

David MacGregor, ex-signalman RNZN would like to renew acquaintances with his messmates in Messes 1-4 in HMS Lothian 1944-45. Contact him at 75, Solefields Rd, Sevenoaks, Kent TN13 1PH, tel 01732 451121.

HMS Glory 1943-56: Do you remember John Evans from 54 Mess, or anyone else who served during this period? If so, contact Peter Warde at 91, Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

HMS Afridi: Are there any survivors from the destroyer, sunk off Norway in 1940? She was also carrying soldiers and survivors of the French destroyer Bison at the time. Also, any survivors of LST 404, which was blown in two? If so, please contact Mr G. Leech, who served in HMS Afridi. He lives at 3, Somerton Rd, Macclesfield, Cheshire SK11 8SG, tel 01625 423661.

Stan Nankervis: Peter Comer and Bob Bowers are seeking ex POAF Nankervis, who served with them in the PO's Mess, RNAS Ford, 1956-58. Please contact Peter at 35, Louies Lane, Diss, Norfolk IP22 3LY, tel 01379 642815.

HMS Latona: Is there anyone who served aboard the minelayer Latona who would like to contact old shipmate H. Stocks? Or ship's company from the destroyer HMS Jackal or corvette HMS Primula? If so, please get in touch with Mr Stocks at 109, York Rd, Mt Evelyn, Victoria 3796 Australia, tel 03 9736 1764. He also recently came across an old RN comrade called N. Petrel, who was in HMS Ceylon on the Russian convoys, if anyone remembers him.

HMS St Vincent: Calling all old Duncan 109s (1947) – there is now an HMS St

Vincent Association. Please call Hammy (Gordon) Hamilton on 01903 203010, or write to 16, Ham Close, Worthing, West Sussex BN11 2QE.

Is your name here? Seeking Pete Fenney, McGavry, Davis, Towel, Innes, Hadley, Spring, Wells, Paterson, Granville, Colston, Hicks – telephone 01442 255821.

HMS Unicorn: The following are asked to get in touch: Williams, Shore, Enticknap, Shire twins, Glasby, Badger, Moore, Yedman, Lowe, Murphy, Bunn, Mathews, McIntyre, Sig Cook, Perkins, Black, Chambers and Chief Tel. Cook, all HMS Unicorn communications. Please ring 01932 782353.

HMS Tiger 1959-66: Anyone serving on board Tiger between 1959 and 1966 should contact John Coulston at 30, Chorley Rd, Adlington, Chorley, Lancs PR6 9LJ, tel 01257 483268, with a view to forming an association and organising a reunion.

Gullen G.R. lived in East Ham before joining HMS Ganges in 1946. He served in HMS London during the Yangtze Incident in April 1949. News is sought by Ted Lavender, now living in South Australia. Contact Ron Howell at 10, Skipton Close, East Hunsbury, Northampton NN4 0RB, tel 01604 765857.

RN Beach Signals Section No5: Malcolm Robinson is seeking information about RN Telegraphists Robert Scott (originated Tranent) and Dave Russell (originated Glasgow), who were members of RN Beach Signals Section No5 1942-45 – the section is holding a reunion in October. Any information to Malcolm on 01643 705647.

Geoff Cox: "Isaac" Newton has mislaid the address of ex-POSTWD Geoff Cook, HMS Minerva 1970-72 and HMS Bacchante 1975-77. Any help, and news of any other former shipmates, to Isaac at 6, Yeatman Close, Enmore Green, Shaftesbury, Dorset SP7 8LU, tel 01747 853593.

Ted Longhurst, ex-boy seaman in HMS Ganges, Whitsun Bay and Loch Killisport, is sought by his old shipmate Paul Jones, 6, Orchard Rd, Cambridge CB2 4BE, tel 01223 573626.

HMS Royal Arthur and HMS Ceres: Dennis Le Marquand and Keith Foyston would like to hear from ex-Writers who remember them during October 1946 to July 1947. Contact numbers are 01705 615384 or 01482 376587.

CPO Steve "Cliff" Clifford: Cliff's daughter is arranging a surprise birthday party for her father, and wants to hear from anyone who served with him between 1962 and 1985. Among the ships, submarines and establishments he served in were HMS Jaguar, Hardy, Ocelot, Churchill, Swiftsure, Sultan and Dolphin. In particular, she would like to hear from Woody, Phill, Jock, Ben, Bryn, Butch, Tom and Pete from Hardy, and Bill Jones and Chief Engineer Dave from Swiftsure. Contact Vivienne on 01452 859043.

HMS Bacchante 1969-72: Any old shipmates of ex-CPO J. Fisher are asked to contact him at 50, Middle Rd, Shoreham-by-Sea, West Sussex BN43 6GA, tel 01273 273813.

Royal Marines 42 Commando, Y Troop 1949-52: Seven old pals are in touch –

where are the rest of you? A reunion is being considered – contact J. Green on 01964 533822 or J. Marston on 01189 734187.

822 King's Squad RM (Deal 1965): Former members are invited to contact Barry Julier at 26, Roe Avenue, Houndstone, Yeovil BA22 8SD.

Class 222 HMS Royal Arthur October 1942: Tom Gamble would like to hear from any of the class including Charlie Eyles, Les Lawrence, Ben Leving etc. Please contact Tom at 10, Blythe Green, East Perry, Huntingdon, Cambs PE18 0BJ, tel 01480 810468.

David Cummings: Does anyone know the whereabouts of AB David Cummings RP3, who served on HMS Swiftsure 1952-54, and was last heard of living in Beckenham, Kent. Any information to Jack (Bill) Currie, 4, Clitzen House, Hornsey Rd, London N7 7ND, tel 0171 609 1279.

HMS Bermuda: Are there any survivors from HMS Bermuda, commissioned Guzz 1959, especially members of the PO's Mess – Tom Highams, POGI Chambers, Yeoman Royal, Dougie Eva, Plumber "Two-Can" Peake and other members of the "Red Barrel Choir"? Ring 01803 614596 if you have recovered from the commission...

ML160: Mr F. Morris won the DSM for his part in the naval raid on St Nazaire, and is very keen to locate any old shipmates who served with him in the Fairmile B motor launch ML 160 during the Second World War. Any information to son-in-law Mr W. Burton at 22, St Aldam's Drive, Pucklechurch, Bristol BS17 3QQ, tel 0117 937 4611.

HMS Collingwood: Anyone from early Mech apprentice classes RMA/LMA 1,2,3 (1964-65 entries) who would be interested in a reunion get-together please contact Billy (George) Dunn at 7, Daneum Holt, Clare, Suffolk CO10 8HE, tel 01787 277666.

HMS Courageous 1939: Will survivors from the Boys' Messdeck, especially Budd and House, contact J.P. Cannon, tel 01803 522316, for a meeting with other boy survivors, including Gordon Smeardon and Fred Ball.

Escort ships contacts

The BBC is making a programme about escort ships, and is seeking retired Naval seamen who sailed with the following:

B7 Support Group, particularly in support of SC130, May 1943, under Cdr Peter Gretton: HMS Duncan, Vidette, Tay, Alisma, Loosestrife, Pink, Snowflake and Sunflower.

1st Escort Group, again particularly in support of SC130, under Cdr Brewer: HMS Pelican, Chanticleer, Sennen, Jed, Wear, Rother and Spey.

5th Support Group, particularly in support of HX112, March 1941, under Cdr Donald MacIntyre: HMS Walker, Vanoc, Bluebell, Hydrangea,

Over to you

HMCS.CFB Cornwallis Military Museum: This museum officially opens on May 4 – Battle of the Atlantic Sunday – but is still seeking donations of Naval artefacts, memorabilia, photos etc, or cash donations. Cornwallis, a naval training base from 1943-93, is two hours' drive from Halifax in Nova Scotia. Contact Ronald Elliott, museum board chairman, at 737, St George St, Annapolis Royal, Nova Scotia B0S 1A0.

HMT Ohm: Does anyone have a group photo of the ship's company taken between October 1939 and February 1940? Mrs Valona Thacker's late father, Henry George King RNR, was on HMT Ohm. He transferred to HMT Charles Boyes and was killed when the ship struck a mine in May 1940, but Mrs Thacker has no picture of him in his PO's uniform. Contact Mrs Thacker at 14, Beach Rd, Caister-on-Sea, nr Great Yarmouth, Norfolk NR30 5ER, tel 01493 728502.

Blue Macs: Mike Alston recalls that in 1942, on joining HMS Collingwood and in his first ship, he could wear civilian raincoats as uniform, provided they were navy blue, presumably because of shortages. Can anyone confirm this, and for how long did it last? Mike is at 6, Belmont Park Rd, Maidenhead, Berks SL6 6HT, tel 01628 29655.

Raleigh Division photograph: Mr F. Jewell received a colour photo in the post of a reunion, marked Raleigh Division 1943-93, apparently Fleet Air Arm, taken on August 7, 1993. Although Mr Jewell was in the Navy from 1963-86 the picture, possibly posted in the Isle of Wight, has no connection with him – who was it from, and who is it for? Any suggestions to Mr Jewell at 45, Rushey Hey Rd, Southdene, Kirkby, Merseyside L32 8SN.

Admiralty – Civilian Shore Wireless Service: Michael Kirwan's late father worked in the section during the last war. Any information welcomed at 50, Lansdowne Park, Ennis Rd, Limerick, Ireland.

Best Years of Their Lives: The producers of The Best Years of Their Lives would like to thank national servicemen for the overwhelming response to their call for help in making the programme, and apologise if they were unable to contact you. Tune in to Radio 2, Tuesday April 8 at 2130hrs.

Sardonyx and Scimitar.

The BBC is particularly interested in contacting an escort captain and an ASDIC operator from the above-mentioned ships, and a radar operator or ASWD (or equivalent rank) from HMS Vanoc.

Also, anyone on the SC7 or HX79 convoys, which suffered heavy losses in October 1940, or anyone who can talk about the peak of the so-called "Happy Time" for U-Boats.

Contact Selina Mehta on 0181 752 6173, or write to Room 5419, BBC White City, 201, Wood Lane, London W12 7TS, as soon as possible – interviews will be conducted in the first two weeks of April.

Reunions

April

HMS Caledonia Hawke Division Passing Out Class 1964 reunion will be held on April 5. Please contact G. Pickles (Binks), 38, Smithills Croft Road, Bolton BL1 6LN, tel 01204 840484.

Federation of Naval Associations annual meeting will be at the Nautical Club, Bishopsgate Street, Birmingham on April 5 at 1100. Further details from Chris Wilkinson, 45, Kinross Crescent, Great Barr, Birmingham B43 7PU, tel 0121 605 2789.

HMS Southdown L25 1940-46: Still seeking ex-crew members for a reunion on April 19 at Woking Conservative Club 19.30hrs. For further information contact E. Kerr, 12, Anford Close, Bulwell, Nottingham NG6 8RP, tel 0115 927 3055.

HMS Ocean Association annual meeting is at the Nautical Club, Birmingham, at noon on April 26. All enquiries to J. Knowlson, 15, East Ave, Manchester M19 2NR, tel 0161 224 5582.

LST and Landing Craft Association holds its tenth reunion at Weston-super-Mare from Monday, April 28, to Friday, May 2. Contact Mike Cresswell, Gamrudding Cottage, The Green, North Duffield, Selby, Nth Yorkshire YO8 7RR, tel 01757 288752.

May

HMS Gambia Association mini-reunion will be at the HQ of the Sea Cadet Corps, T.S. Gambia, Union Rd, Thorne, nr Doncaster, on the weekend of May 2-5. Details from Les Newman at 3, Coppice Rd, Whitnash, Leamington Spa, CV31 2JE, tel 01926 831599.

Captain Walker's Old Boys Association 36th Escort and 2nd Support Groups BOA reunion dinner will be at Bootle Town Hall on Saturday May 3. Details from Pat Marsh at 33, South Drive, Liverpool L15 8JJ, tel 0151 722 2080.

TS Barham, Elham Valley Sea Cadet Corps: Anyone who was a member of this unit from 1937 to 1954 is invited to a reunion at 3pm on Saturday May 3 at TS Invicta, 2, Castle Rd, Sandgate. If interested, telephone 01303 254602 or 01303 273545.

HMS Narvik Grapple Squadron reunion

(Christmas Island 1956-59) will be on May 9. Contact Rod Jenkins at 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

HMS Concord Association reunion will be held in the Victory Club, HMS Nelson, from May 9-11. There will be a memorial service at St George's Church, Portsea, on Sunday May 11 at 11.30. Further information from Peter Lee-Hale on 0181 894 3222.

Series 15 Art. Apps will be holding their reunion at the RN Engineers Benevolent Society, Memorial Club (ex-ERAs Club), Southsea, on Saturday May 10 at 19.00. Details from Ray Cappi at 6, Rimington Rd, Waterloo, PO8 8UA, tel 01705 251121.

429 Kings Squad, Royal Marines reunion is at the Stretton Hotel, Blackpool, on May 16-18. Any ex-squad mate not in touch, or for more details, contact D. Burnham at Alsan Lodge, Front Rd, Murrow, Wisbech, Cambs PE13 4JQ, tel 01945 700703.

846 (1943-45) Naval Air Squadron is holding its tenth reunion in Liverpool on May 17. Any ex-squadron members, all ranks, interested in attending should contact E. Billingham at 9, Micklegate, Brewood, Staffs ST19 9JF, tel 01902 850517.

HMS Hood Association reunion dinner is on May 17 at the Royal Sailors Home Club, 18.00hrs for 19.00hrs. Tickets, at £16, are obtainable from K. Clark, treasurer, at 57, Berweeke Avenue, Winchester, Hants SO22 6BL, 01662 883159. AGM at 17.00hrs in Board Room of Home Club, church service at St George's Church, portsea, at 11.30hrs on May 18.

HMS Cleopatra reunion will be at the Valley Hotel, Harrogate, on May 17-18. Contact F. Daniel, 45, Glebe Rise, King's Sutton, Banbury, Oxon OX17 3PH, tel 01295 810024 for further details.

June

HM 702 LCPL Flotilla – main base HMS Tormentor 1942-45, reunion lunch in London will be in London in June. For details contact Colin Kitching on 01283 703289 or Nobby Hall on 01304 369026.

HMS Bicester L34 (1942-56) and M36 (1986-) all commissions, reunion on June 7 at Littlebury Hotel, Bicester, with evening buf-

fet. Service June 8, 10.30am, at St Edburg's Parish Church. Contact Dave Braybrook at 30, Trinity Grove, Hertford SG14 3HB with SAE. Tel 01992 583272.

The Pembroke 84 Club WO and Senior Rate Stewards reunion dinner will be held on Friday, June 13, in the WO and Senior Rates Mess at HMS Nelson. Further details from WOSTD Roger Mitchell on 01705 724261.

HMS Unicorn Association reunion is on June 13-16 at Llandudno. There is sole use of an hotel, 98 beds, of which ten are still available. Contact Boz on 01442 255821.

HMS Glamorgan Falklands 15-year reunion will be held at the Home Club in Portsmouth on Saturday June 14. Details from Jess James, 344, Northenden Rd, Sale, Cheshire M33 2PW, tel 0161 286 1815.

HMS Starwort (K20) reunion is on Saturday, June 14, at Northleach, Glos, the town which adopted the World War Two Flower-class corvette. Details from Don Misson, 49, Orchard Way, Uxbridge, Middx UB8 2BW, tel 01895 469641.

HMS Chinkara, Kalugu, Cochín, Ooty nostalgia gathering will be held on June 15-19. Whatever you did there, you would be most welcome at the St Ives Hotel, St Annes-on-Sea, nr Blackpool, Lancashire. Details, and all necessary chits, from RPO office (Collin Baker) at Malkin Cottage, Blackpool Old Road, Eccleston, Preston PR3 0YQ, tel 01995 670495.

HMS Slinger 1943-46 reunion will be held at the Stafford Hotel, Chester, on June 17. Details from A. Kellett, 31, Manscombe Rd, Allerton, Bradford BD15 7AQ, tel 01274 487495.

892 Squadron reunion will be in the Warrant Officer and Senior Rates Mess, HMS Heron on June 20-22. For further details please contact CPO Mumford at HMS Heron, RNAS Yeovilton, Ilchester, Somerset BA22 8HT, including an SAE.

HMS Auckland – Tobruk 1941: Act of Remembrance on Saturday June 21 at 1400, Naval War Memorial, Southsea. Details from J. Bennett on 01705 379730.

oner in 1940, and discharged in 1945? His wife was May Sorrell. Any information to Mr W. Hawes at 255, Spen Lane, West Park, Leeds LS16 5EJ.

Watson Chalmers: J. Palmer is trying to trace Watson Chalmers, now aged 70, who served in the Navy in the 1950s. Any information would be useful in trying to trace him. Contact J. Palmer at 2, Vicarage Close, Foulton, Thetford, Norfolk IP26 5AD, tel 01366 328409 after 3.30pm.

Nelson connections: Victor Sharman is researching a naval biography of one of Nelson's contemporaries, and would like to trace the following descendants: Lt Cdr Locker-Madden (served HMS Bulwark 1974-75) and Commander O. Locker-Lampson of the RNAS Armoured Car Squadron, serving in Russia in 1918. Any further information to Mr Sharman at Ballinger Grange, Great Missenden, Bucks HP16 9LQ.

Model cruisers: Graham Walker publishes a free quarterly magazine for modellers of scale cruisers. He needs details of colours of ships, fittings of armaments and ship's boats for the RN and Commonwealth navies – e.g. what was the colour of MSC1, ie what shade, tone and hue? Information to Graham at 249 Horninglow Rd North, Horninglow, Burton on Trent, Staffs DE13 0ST, tel 01283 516528.

Johnny Webb's dog tags: Michael Mills is seeking information on who returned the dog tags of AB Peter, Jack "Johnny" Webb, ex-Stratagem submariner who died in captivity in Singapore, December 1944, to his mother in Lambeth, London, during 1945-46. Any help to Michael at 109, Fane Rd, Paston, Peterborough PE4 6ER, tel 01733 571997.

HMS Collingwood, May 1943: Ken Holder would like to obtain a class photo of MT4X, Collingwood, May 1943. Can any reader help – Ken will pay costs etc. Contact him on 01242 528078.

HMS Starwort: Does any ex-crew member who was on board between 1941 and 1945 have any names of officers and ship's company, and any photos of ship and crew, to be copied for presentation to the town which adopted the ship? Contact address is 32, Fairfax House, Barkerend Rd, Bradford, West Yorkshire BD3 9AE, tel 01274 403351.

HMS Ark Royal commission books: R. Winslow was on Ark Royal from July 1976 to November 1978, during which time two commission books were produced. Having purchased them, they were subsequently stolen. He is very keen to obtain copies of these books. Suggestions to 89, Lennox Drive, Walcot East, Swindon SN3 3BD.

Le Havre evacuation, June 1940: Does anyone recall their ship being involved in taking British troops from Le Havre to Cherbourg in June 1940? The operation was led by destroyers, and included HMS Bulldog, Boadicea and Ambuscade. L. Harris is filling gaps in the regimental history of the 1st Kensingtons, and would appreciate names, details and photos of ships involved. Contact him at 17, Chichester Rd, Tilehurst, Reading RG30 4XN, tel 01734 421562.

HMS Golden Eagle: Can anyone recall her service as a special service vessel off Sheerness during World War II, or remember the Torpedo Coxswain CPO James Seaman, a First World War submariner who was an early DSEA instructor. Derek Allen is researching the ship and Jim's career. Contact him at 7, Hearl Rd, Saltash, Cornwall PL12 4TX, tel 01752 847608.

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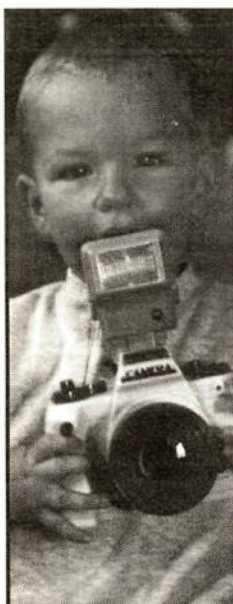
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'Good health' result from medical report

Submariners less likely to die of cancer

SUBMARINERS in the Royal Navy have a significantly lower chance of dying from cancer than other men, according to the results of a newly published medical report.

Gannet helo in horse rescue

A HORSE that had fallen 65ft down a narrow gully was saved from certain death when it was winched up by a Royal Navy search and rescue helicopter of 819 Squadron based at HMS Gannet.

The helicopter crew (pilot, Lt Cdr Keith Bishop) assessed the situation in consultation with the local fire brigade and a vet before they put the horse into a cargo net.

The aircraft then had to descend into the ravine – with the tail rotor only about 6ft from tree branches – so that the cargo strop could be attached and the horse lifted out. The animal was deposited into a nearby field, none the worse for its experience.

Other members of the helicopter crew were Lt Keith Mercer (co-pilot), CPO John Lee, LMA Carol Surtees and LA(PHOT) Harvey.

Invincible's trophy win

HMS INVINCIBLE's communicators have won the 1996 Surface Flotilla Communications Trophy.

The award, to both the Weapons Electrical and Warfare communicators, was made for their outstanding work during exercises and the ship's Gulf deployment.

The report on the long-term health of Britain's submariners was carried out by the Medical Research Council's Epidemiology Unit at Southampton University. It was commissioned in 1989 by the Ministry of Defence as part of its safety monitoring procedure.

The study showed that while the submariners enjoyed slightly better health compared with other, civilian men of similar ages in England and Wales, the number of deaths as a result of cancer was 31 per cent lower among the Naval personnel.

The results tend to discount the belief held by some that service in submarines – particularly nuclear boats – brings with it an increased risk of cancer.

Researchers studied a sample of 15,000 officers and men – all those

who had completed initial submarine training in 1960-79, following them up until 1989.

While cancer is much less of a killer for submariners, they are twice as likely to die of cirrhosis of the liver as others and 30 per cent more likely to be killed as a result of an accident or violence (including suicide).

Tot abolition

Author of the report, Dr Hazel Inskip, told *Navy News*: "Of the 15,000 submariners studied, 340 have died, 12 of them as a result of cirrhosis of the liver – double the normal rate."

"However, there were signs that this rate is reducing, due partly, perhaps, to the abolition of the Navy's rum ration in the 1970s." She said alcohol was also a feature in some of the accidental deaths.

The report was published on March 13 in the *Occupational and Environmental Medicine Journal*.

Duke at helm of replica ship

THE DUKE of Edinburgh will take the helm of a replica ship as it begins a transatlantic voyage to mark the 400th anniversary of explorer John Cabot's departure for Newfoundland.

The Queen and Prince Philip will be on board the sailing ship *Matthew* when it leaves Bristol on May 2 to re-enact Cabot's seven-week journey in 1597. The Duke will share the helm of the ship with David Alan-Williams as the *Matthew* departs the quayside near the Lloyd's Building for Cumberland Basin.

Earlier the royal couple are due to attend a service of commemoration in Bristol Cathedral.

At the end of February, Prince Philip unveiled a lifesize statue of

explorer Capt James Cook at the National Maritime Museum. The Duke of Edinburgh is the museum's Senior Trustee, while Lt Cdr The Duke of York – who was also present – is a member of the board of Trustees.

The bronze statue was created by sculptor Anthony Stones and is based on a portrait by William Hodges. The picture is displayed with paintings, charts and other artefacts in the museum exhibition *Cook and the Endeavour* (March 24 to September).

Northwood visit

The display celebrates the arrival at Greenwich on March 25 of a replica of Cook's ship *Endeavour* which has voyaged from Australia.

There was another Naval date for the Duke of Edinburgh when he visited the Northwood location of the Fleet headquarters and the Permanent Joint HQ. He was welcomed at the base by C-in-C Fleet, Admiral Sir Peter Abbott.

As well as a tour of operational areas, he visited the medical centre to meet voluntary workers in the Help and Information Centre (HIVE) and Service family members.

Curtain falls on Portland club

OVER 100 serving and ex-serving Portland Naval and civilian personnel attended a farewell party in the RN Officers' Club to mark its closure.

Gifts were presented by Capt. John Harvey, Commanding Officer of HMS Osprey, to the club manager, Mrs Sylvia Jackson, to Mr Brian Jackson, and Mrs Jean Brown.



Sonar fit for Scott

NAVY NEWS's first picture of HMS Scott at sea demonstrates the true size of the biggest survey ship ever to be operated by the Royal Navy.

The photograph was taken in mid-March when the 13,500-tonne ship was en route to Portsmouth to have her sonar array fitted in dry dock.

She is due to be handed over to the Navy on

May 28 and commissioned on June 20.

When Scott begins her first survey voyage, planned for January, she will be using a new system of crew rotation which will enable her to stay at sea for 180 more days of the year than other ships of the Surveying Squadron.

Of her total complement of 63, 42 will normally be embarked at any one time, each spending 70 days on board followed by 30 days ashore.



Sam is last of a line

THIS BUNDLE of delight is the last baby to be born to a Service family in Hong Kong, before the handover to China in June.

Named Sam, he is the son of Steve and Sarah McSevich. Steve is an LRO on board HMS Plover, a patrol vessel of the Hong Kong Squadron.

Spar link for Naafi shops in Britain

NAAFI has gone into retail partnership with Spar to convert the Institution's 200 UK shops into a world-class operation.

The contract is worth £500 million over the next five years and is part of Naafi's major restructuring programme to return it to profitability. It is planned to invest over £10 million in modernising the stores, which will continue to be managed by Naafi personnel.

Mail order

Spar will provide staff training and development, distribution and logistics, and computerised support services, as well as a range of products. The turnover of four trial stores converted to a Spar format rose by over half.

Naafi has also started its first mail order catalogue to deliver non-food goods free to members of the Armed Forces worldwide. Delivery will normally be within 72 hours to mainland Britain.

The 48-page bi-annual shopping catalogue *Naafi Select* was launched by the Under Secretary of State for Defence, Earl Howe, accompanied by former Army officer Rob Wainwright, captain of the Scottish rugby team.

FISGARD'S BELL RETURNS HOME

FIFTY YEARS after HMS Fisgard was commissioned as the RN artificer training establishment at Torpoint – and 14 years after its closure – the original Fisgard bell has been rededicated after its recovery to Fisgard Squadron in HMS Raleigh.

The ceremony was conducted by the Rev Dr Charles Stewart, Director Naval Chaplaincy Service (Manning) and witnessed by former artificer Rear Admiral Burgess and his wife.

A celebratory cake was cut by the squadron's youngest apprentice, Andrew Summerfield (18).

Earlier in the year the squadron hosted a reunion of ex-apprentice admirals for a similar ceremony to mark the recovery of HMS Fisgard's gates after renovation.

The name Fisgard in association with engineering training dates from the middle of the 19th century when an old warship of the name

was used for the role. Today about a quarter of all RN engineer officers began their Naval careers at HMS Fisgard, and a quarter of all new-entry apprentices to Fisgard Squadron can expect to become officers.

Reunion association

Membership of the Fisgard Association, founded last November, is available free to anyone who has undergone training as an artificer apprentice at HMS Fisgard, Portsmouth (1905-30), Chatham (1930-39), Torpoint (1939-83) or in Fisgard Squadron at Raleigh.

Application for membership should be made (enclosing a sae) to Bruce Balmain, 35 Hurn Road, Christchurch, Dorset BH23 2RL. Applicants should provide details of their Fisgard division, and dates of entry and leaving.

A reunion dinner for members and their guests will be held at the Marriott Hotel, Portsmouth on September 16.



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Royal Naval Association



Saracen survivor who won two DSMs

Doubly brave submariner dies, aged 84

A WORLD War II submariner who was chosen to sign a special philatelic envelope commemorating the 50th anniversary of the Battle of Matapan has died at the age of 84.

Shipmate Len Roberts, vice president of Frome branch, survived the sinking of his submarine, HMS Saracen, in 1943, and ended the war as one of the few men to hold a DSM and Bar.

At his funeral at St Mary's Church, shipmates with their standards paid tribute and the address was read by the former Commanding Officer of Saracen, Capt Michael Lumby RN (ret'd). One of Len's grandsons, himself a former submariner, wore his grandfather's medals at the service.

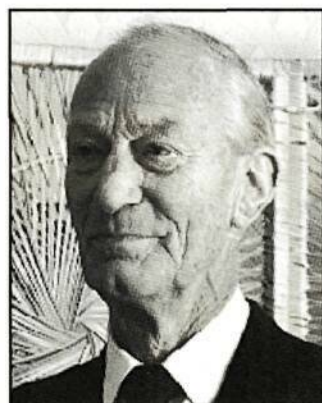
Len joined the Navy in 1932 and after a spell in General Service – including a draft to the cruiser HMS Leander – he joined the Submarine Service in 1935.

Prisoner

His first boat was Otus in Hong Kong. He joined HMS Regent in 1938 and after the outbreak of war saw service in HMS Unity and HMS Tuna. Then, as a petty officer in June, 1942, he joined HMS Saracen.

The citation for his first DSM, awarded in April, 1943, recorded his "outstanding coolness, skill and devotion to duty which resulted in the destruction of a U-boat and the probable destruction of an Italian destroyer."

However, Saracen was sunk in the following August by an Italian corvette off Corsica. Len and other survivors were captured, but when the Italians surrendered he was set free and for several months lived among villagers in the mountains,



● Shipmate Len Roberts – he showed 'outstanding coolness' in action.

dodging the Germans who had by then occupied most of Italy.

In a desperate search for food he approached a farmhouse – but it

turned out to be a German headquarters and he was recaptured.

He was loaded on to a train with other POWs bound for Germany, but it was attacked by Allied bombers and derailed on a viaduct, many of the cars plunging down an embankment.

Although several of the prisoners were able to flee, Len sacrificed his own freedom to stay with the wrecked train and help the injured. The citation for the Bar to his DSM stated that it had been awarded for gallantry during war patrols in Saracen and for rescue work while a POW in Italy.

Len was repatriated after the end of the war in Europe and saw further service in HM submarines Stoic and Spiteful before he was medically discharged as a result of war injuries.

Len married in the 1930s and had three sons. His wife, Florrie, died in 1978.

Branch News

Durham

As it is more usual for a branch to request a visit to a ship, members were delighted when a request to visit their branch came from Capt Roy Clare, Commanding Officer of HMS Invincible, their adopted ship.

To mark the occasion they held a social evening and made Capt Clare an honorary member. He was accompanied by Mrs Clare and members of the ship's company, who were welcomed with 'Up spirits' followed by a sops opera and singalong.

Also present was Shipmate Fred Chambers, newly elected chairman of the National Council.

Kidderminster

A celebration to mark the 20th anniversary of the branch's commissioning was attended by 90 shipmates and guests. The occasion was attended by Shipmate Ron Coates, president of No 8 Area, and Shipmate Bob McCullach, Area National Council member.

Hereford

The ladies stole the limelight at the branch annual general meeting by scooping the awards for outstanding service and for their fund raising. Marjorie Johnson was presented with the Skyrme Shield and Shipmate Irene Watson was awarded the Associate Members Cup.

Liss

A warm welcome was extended to this newly commissioned branch at No 3 Area annual general meeting. Liss has 29 full and nine associate members who meet on the first Wednesday of the month at the community's Royal British Legion Club. Recruits are welcome.

Woking

A party of shipmates, including George Kitcatt (chairman) and Rod Fraser (secretary), visited the Royal Star and Garter Home at Richmond to present a £525



Fearless encounter

CAPT RORY McLean, Commanding Officer of HMS Fearless, presents a plaque of the ship's badge to Shipmate Fred Jenkins of Cardiff branch.

The gift was handed over when members of the branch were welcomed on board the amphibious assault vessel during her visit to the city.

cheque to refurbish a ward. During their tour of the home the visitors were impressed by its facilities and the treatment on offer for residents.

They enjoyed meeting some of the ex-Naval residents and had many yarns to swap over afternoon tea in the Colonade Hall.

Marmion

Good news from Western Australia – the suburbs of Perth (Sterling to Yanchep) is growing so fast a new branch has been formed there by Shipmate K. R. Burden.



PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our February issue is Mr W. J. Lawes of Holbury, Southampton.

He correctly identified our mystery photograph of HMS Howe taken in 1944. Mr Lawes's reply was chosen at random, and he receives our cash prize of £25.

A further prize is offered for a correct solution to this month's puzzle. At different times this ship bore three names. What were they, what was she designed to be and what was her ultimate use?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is May 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 26

Name

Address

The ship's names ?

She was designed as

But became a

Return to Belfast

BELFAST, venue for this year's RNA Conference on June 21, is remembered with affection by delegates who experienced the welcome and hospitality extended at a previous conference hosted by No 12 (Irish) Area.

Delegates will gather in the city's Waterfront Hall where business starts at 1030, to be followed in the evening by a concert and social event in the RNA Club.

On the following day the Sunday morning parade will set off at 1030 for the march to St Anne's Cathedral for a remembrance service and laying-up of the old national standard.

A familiar delegate who will be sadly missed is Shipmate Loftly Cobbold, president of No 7 Area and chairman of Cardiff branch. Loftly's untimely death has robbed Conference and Cardiff of one of its stars whose wit and quick response never failed to cool many a heated debate.

Thurrock

A coachload of shipmates and wives from Wimbledon, Mitcham and Morden branch as well as pensioners from Pembroke House were guests at a social evening held by Thurrock branch at the Stifford-Clays Social Club.

Also present was General Secretary Capt Bob McQueen RN (ret'd) who presented RNA appreciation certificates to Shipmates Ron Franklin and Albert Luckin.

Brighton & Hove

The branch's first social evening for many years was well attended. Among those present was past president and former Mayor of Brighton, Shipmate John Blackman and his wife, and the current president, Shipmate Bob Wilkes who recently retired as a recruiting officer in Brighton.

The event was organised by the secretary, Shipmate Peter Reed with help from his daughter, Tracy, and vice-chairman, Shipmate Ken Connolly.

Branch meetings are held at 8 pm on the third Wednesday of the month at the RAF Association Club, Castle Street.

Cambridge

The branch celebrated its 21st anniversary by holding a dance at the Arbory Centre. Guests included shipmates from Royston, Sawston and Ely branches.

Chatham

During their visit to the Australian capital, Canberra, Shipmates Joan and Ted Elliott

were welcomed with true Aussie hospitality at the annual dinner of the Naval Association of Australia.

The Association includes some members of Canberra RNA, and Ted presented prints of original paintings by Shipmate Norman Irvine, of the Chatham branch, to both associations.

The pictures were endorsed by Chatham president, Shipmate Arthur Brown.

Waterlooville

A ship's concert was held at the club to raise £351 for Rowens Hospital appeal and the Special Olympics which will be held in Portsmouth later in the year.

The refurbished club now has 538 wall plaques – 348 Naval, 106 others and 84 duplicates available to be swapped.

Jo'burg's welcome goes the distance

MEMBERS of Johannesburg branch travelled 340 miles to Durban to greet HMS Edinburgh for her visit to South Africa.

With members of Natal branch they mustered on the jetty to welcome the White Ensign and the ship's company under their Commanding Officer, Cdr Paul Fisher. Proudest among the welcoming party was Shipmate Walter Meadows, a former Royal Marine and a survivor of the cruiser Edinburgh lost on Arctic convoy duty in 1942.

The RNA delegation were given a tour of the ship and exchanged gifts, including a framed photograph of the wartime ship, presented by Walter.

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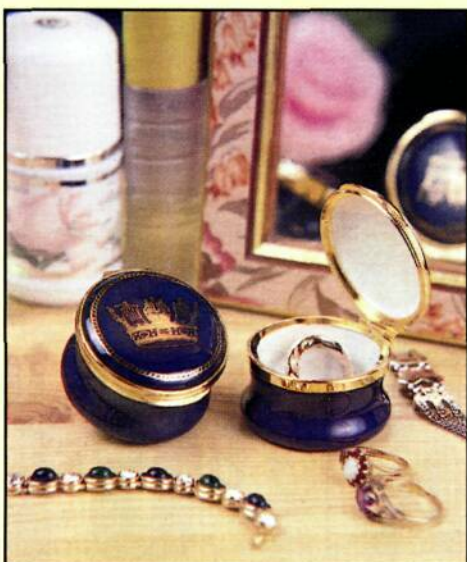
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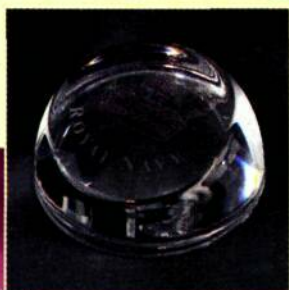
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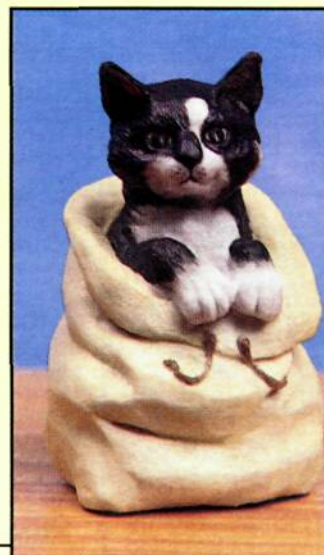


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ICE SHIP SURVEYS OUTER REACHES

ICE PATROL ship HMS Endurance braved gale force winds and stormy seas to reach some of the most isolated islands on earth.

The South Sandwichs are a remote chain of volcanic islands stretching for 200 miles between the South Atlantic and the Weddell Sea.

After inserting an eight-man boat camp for six weeks on Saunders Island, the ship began an intense period of survey and hydrographic work centred on Southern Thule.

The island was believed to be a flooded, active volcano and its unusual geography and large concentration of penguins is making it an increasingly important area for research.

Endurance used her Lynx helicopters to position satellite navigation equipment for a detailed survey of the Douglas Strait where there were a number of poorly charted rocks and islands.

And after one of her survey motor boats swept the bottom of the southern entrance channel, Endurance was able to sail into the crater and prove conclusively that it is indeed a collapsed volcano.

Magnetic and geodetic control observations were made and a team spent several days ashore to gauge the tides.

The ship's flight completed 145 flying hours in support of the operations and the data, added to that collected by Endurance and her MSBs, will be made into a series of international charts.

Discoveries

Support for the British Antarctic Survey also formed a major part of Endurance's second work period.

Endurance sailed from the Falklands with an assortment of scientists and geologists and the ship's flight helped to land them on many remote and mountainous sites.

They achieved many of their objectives, including the col-

lection of hot lava samples to prove that Saunders Island is volcanic.

The work accurately positioned the entire chain of islands for the first time and scientists even discovered a new type of worm!

During the work period, Royal Marines were able to share their Antarctic survival skills with naval personnel on several expeditions ashore.

A brief rest period in South Georgia gave the ship's company the chance to visit the King Edward Point Garrison and explore the lee shores of Grytviken and Leith.

After a week alongside at Mare Harbour, East Falklands, Endurance is heading South again to the ice proper, the land of the midnight sun, deep within the Antarctic Peninsula.



● A LYNX from the survey ship HMS Endurance circles one of the huge ice peaks of the volcanic South Sandwich Islands.

● TOP: The view from the inside of the abandoned whaling station at Grytviken as the Red Plum enters harbour.



● DOUBLE VISION: the Red Plum steams past the James Clark Ross off the South Sandwich Islands



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DIVORCEE 37, seeks fit handsome GSOH, Ambitious, Kind and Caring Male, Photo Please. **BOX A5**

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IM SUE 35, seeks sailors and marines for correspondence 30-36. **BOX A7**

PAULINE, 29, looking for possible romance with genuine guy, 30+ **BOX A8**

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LADY REQUESTS correspondence/friendship with Admiral, Commander or Senior Officer. **BOX A15**

ATTRACTIVE, BORED secretary 46 looking for an Officer or a Gentleman! **BOX A16**

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CARING BLUE eyed blonde 27 seeks male penpal with G.S.O.H. **BOX A18**

FEMALE 26, loves to write, so come on lads write. **BOX A19**

IM A 32yr old female who would love to hear from anyone. **BOX A20**

MY NAME'S Theresa I'm 34 with G.S.O.H. penpals wanted please. **BOX A21**

DONNA 24, single mum brown hair brown eyes likes socialising. **BOX A22**

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P.O. ON Ocean Wave WLT Correspond with Non-smoking Bob-Haired Babe. **BOX A26**

LONG LEGGED intelligent blonde seeks naval gentleman for correspondence 24+. **BOX A27**

BLUE EYED divorcee, enjoys reading, socialising, seeks Penpal for friendship. **BOX A28**

CHINESE, SINGLE female 30, seeks blue-eyed, blonde-haired, navy male penfriend. **BOX A29**

CUDDLY 49, Fife Widow G.S.O.H seeks male for penpal/friendship. **BOX A30**

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SARAH 19, blonde, seeks male penpal (similar age). **BOX A33**

3 LONELY sailors 23,25,26 G.S.O.H's, seek women with equal qualities. **BOX A34**

PATRICIA, 38, Blonde 5' 2" Glasgow, seeks penfriend in Forces. **BOX A35**

PRETTY, INTELLIGENT, brunette seeks Marine/Sailor Penfriend 35+. **BOX A36**

LOOKING FOR friend with G.S.O.H, age between 18 and 25. **BOX A37**

ATTRACTIVE, CARING, petite Red Head, 21, seeks caring sailor 21-25. **BOX A38**

INTELLIGENT, WITTY, attractive lady, 28 seeks similar male for correspondence. **BOX A39**

MANDY 35, slim Brunette, seeks friendship through letters, possibly romance. **BOX A40**

TALL, INTELLIGENT, chief, 38, good looking with GSOH, varied interests. **BOX A41**

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CLARE, 27 tall & blonde, Portsmouth, seeks servicemen for genuine friendship. **BOX A45**

IM 50, years of age 5ft 3", dark hair slim/average build and I'm a civil servant. **BOX A46**

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Royals in peak condition

A SERVICES mountaineering team, led by Royal Marines, is aiming to make the first British ascent on a Himalayan peak this spring.

The expedition, sponsored by the Royal Navy and Royal Marines Mountaineering Club and led by Major Pat Parsons, is to tackle Gimmigela, a 24,114ft mountain in north-east Nepal.

The peak was only opened up by the Nepalese government for climbing in December 1994, and to date only two teams – one Japanese, one joint Japanese and Nepalese – have reached the summit.

Following a press launch last month at the Royal Marines Museum at Eastney, in Portsmouth – during which members of the team performed a spectacular rope slide from the roof – the 14 members flew out to Kathmandu.

There they spent time reorganising and preparing for the expedition, which was followed by a 20-hour bus journey to the trek road-head at Basantapur.

Porters

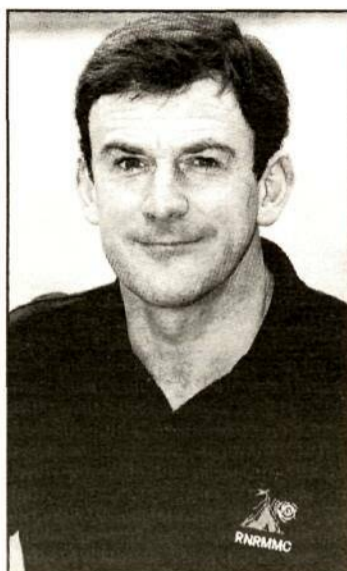
From here, the members – two climbing teams of six, a Medical Officer and a Base Camp Manager – will set off on a two-week trek with local porters to the base camp.

The trek is said to be one of the most beautiful and spectacular in the Himalayas, and allows the expedition to acclimatise slowly to the altitude, while at the same time sharpening fitness.

Base camp is at Pang Pema, at the confluence of three glaciers, which is at 16,800ft above sea level.

A smaller peak will then be climbed to complete the expedition's training, and all being well they will then attempt Gimmigela I, most likely by the previously-unclimbed West Ridge route.

Gimmigela, also known as The Twins, lies in the shadow of Kanchenjunga, the third highest mountain in the world.



● Major Pat Parsons

The expedition should be back in the UK on June 1.

There are two main aims to the expedition – a medical research project on memory loss at altitude will be carried out, and the trip will provide a firm foundation for future mountaineering ventures by giving potential mountain leaders invaluable Himalayan experience.

There are nine Royal Marines in the 14, two Royal Navy personnel, two from the Army, and one from the Royal Air Force.

They were chosen on two principal criteria – compatibility and mountaineering potential, in that order.

Expedition leader Major Parsons believes that the ability to work well within a team on an isolated mountain is equal to, if not more important than, technical climbing ability.

All the members have limited Himalayan experience or proven Alpine experience, and were finally selected at a training camp in North Wales last summer.



Cold feat for reservists

Royal Marines Reservists are pictured during Exercise Hairspring in Norway last month. Above is a victim being put through ice-breaking drill – dragging himself out of the numbing water below the ice in air temperatures well below zero – while Sgt Rod Laing demonstrates how it should be done (below). Left are reservists ski-joring – being towed in columns behind a BV tracked vehicle.

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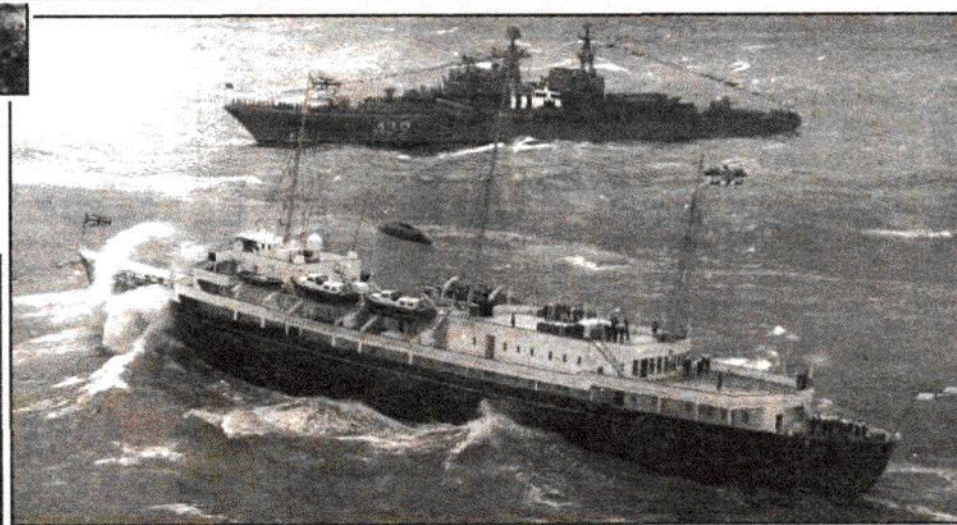
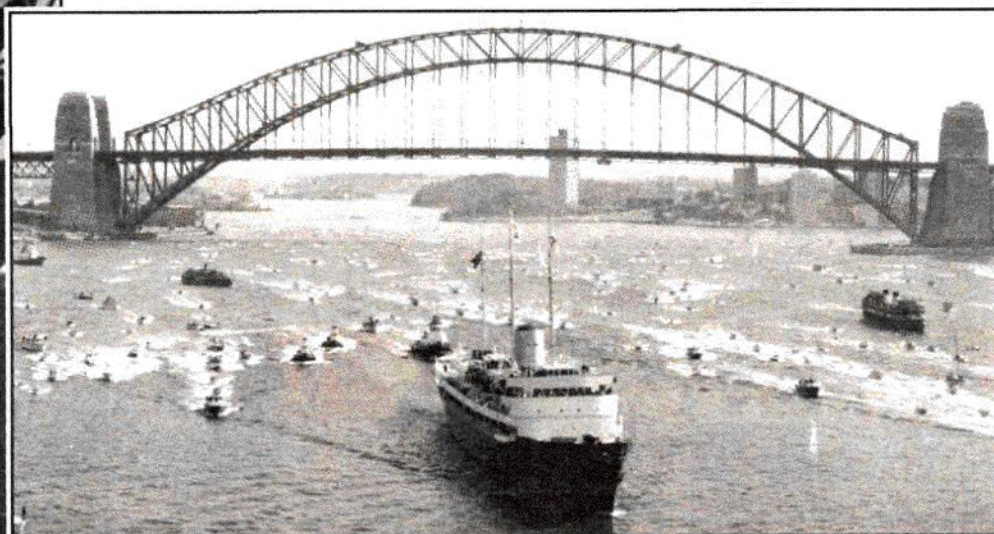
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A little bit travelling



▲ Taking care – a child is carried by a Royal Yachtsman during the evacuation from war-torn Aden in January 1986, when Britannia's boats took hundreds of civilians from the beaches.

▲ Fleet departure – Britannia sails from Sydney en route for Botany Bay during the 1970 royal tour of Australia and New Zealand.

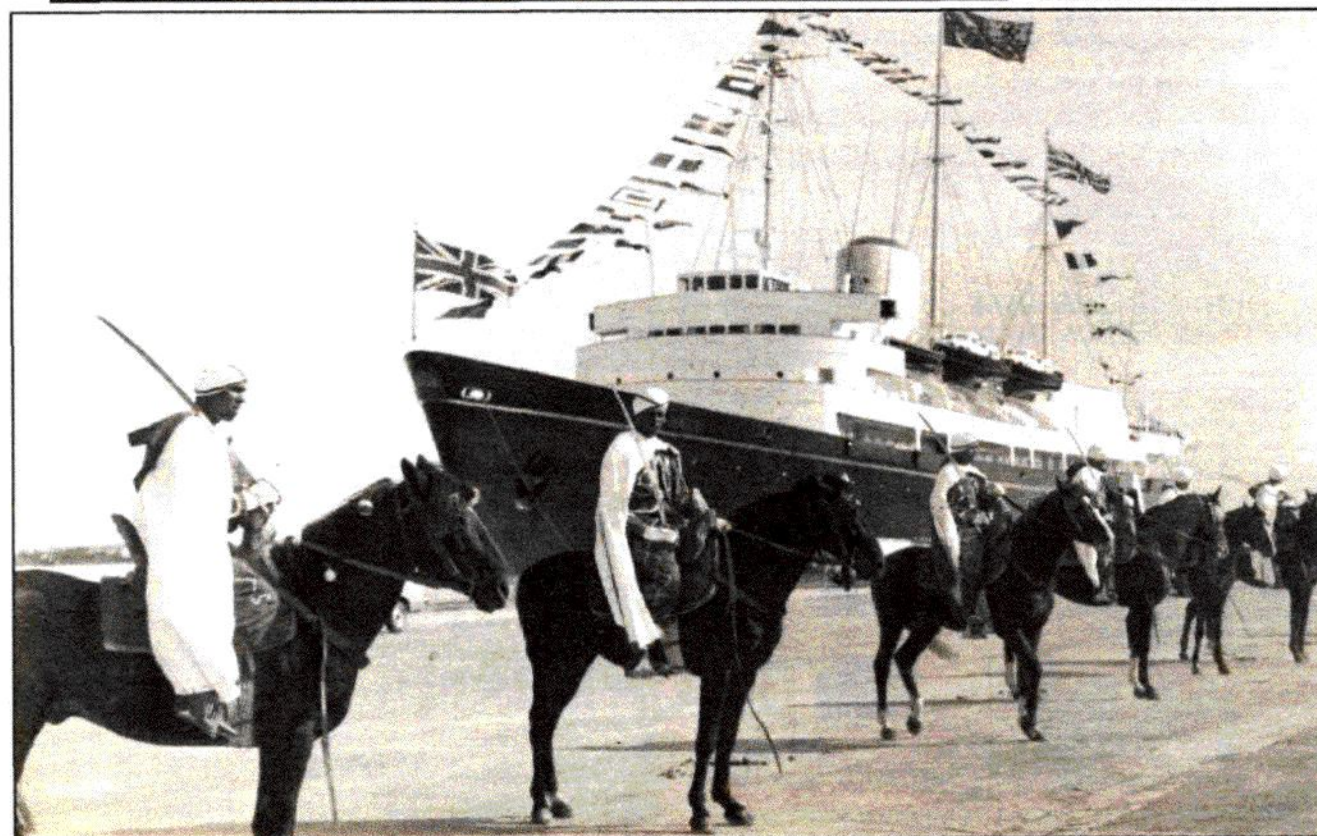


▲ Stormy seas – Britannia is lashed by gales during the Battle of the Atlantic commemorations off Anglesey in 1993.

▲ Sky lights – fireworks in London mark the Queen Mother's 90th birthday in 1990.

▲ Stepping ashore – the Queen in Boston in 1976 during the tour of the United States and Canada.

▲ Horse guards parade – Tunisian horsemen line up in Tunis during the tour of Mediterranean countries in 1980.



FLOATING palace, business centre, honeymoon cruise liner, rescue ship, tug boat – the Royal Yacht is nothing if not versatile.

As debate rages over Britannia's fate, and the nature of her successor, Navy News has cast an eye back to some of the roles which the Yacht has played over the 44 years since her launch at the yard of John Brown on the River Clyde on April 16, 1953.

Her main designated tasks are well-documented.

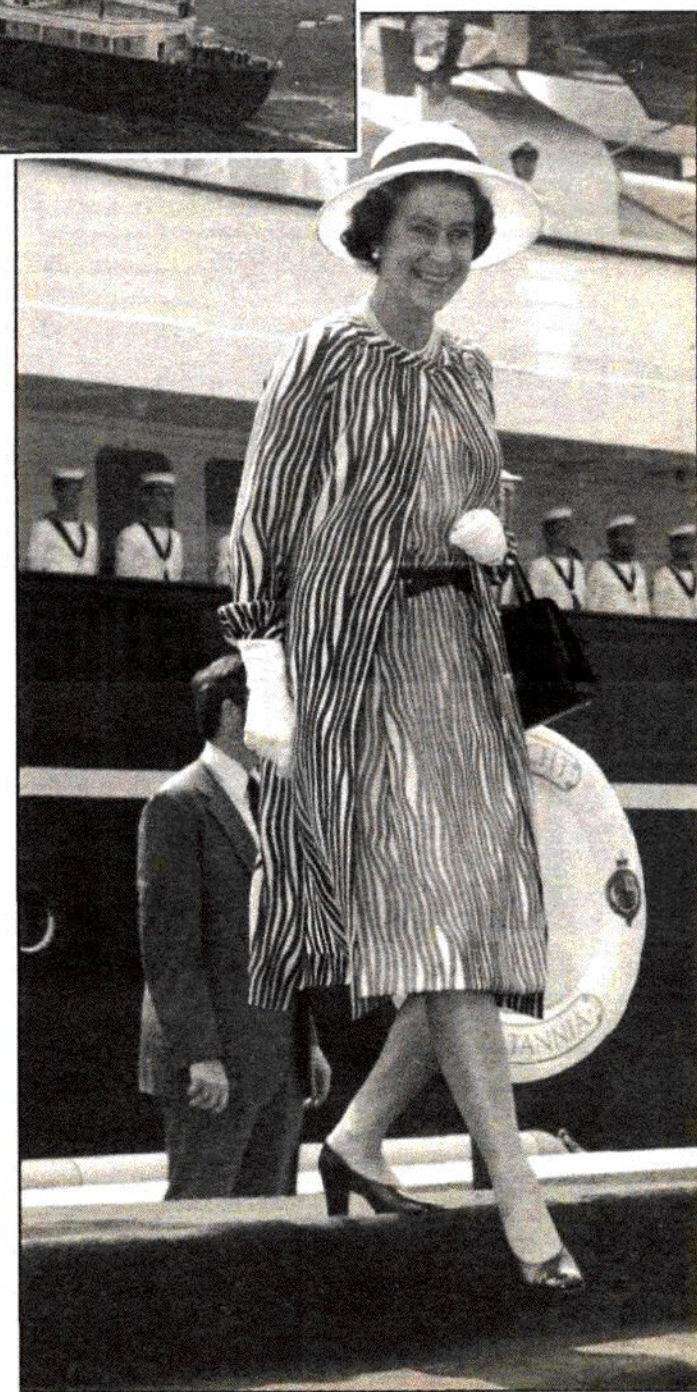
She is home to members of the Royal Family when touring the regions of Britain or foreign countries – a mobile piece of sovereign territory in which the Queen can entertain foreign dignitaries as if back in London.

In times of war, Britannia was intended as a 200-bed hospital ship, a role she never fulfilled and which she lost in 1993.

But in January 1986 her capacity to embark large numbers was put to the test with the evacuation of civilians from Aden, in the Gulf.

During the fierce fighting of an attempted coup, the decision was made to evacuate civilians, and as no warships were allowed into South Yemeni territorial waters, Britannia – en route to New Zealand – played a leading part, going close inshore one night to a beach lit by car headlamps and taking off more than 1,000 people of 50 nations using her boats.

Another unusual task was as



of Britain the world

ocean-going tug, when a fire in the engine room of the RFA tanker Blue Rover in 1973 meant Britannia had to tow her 1,200 miles from Pitcairn Island to Tahiti, which took a week.

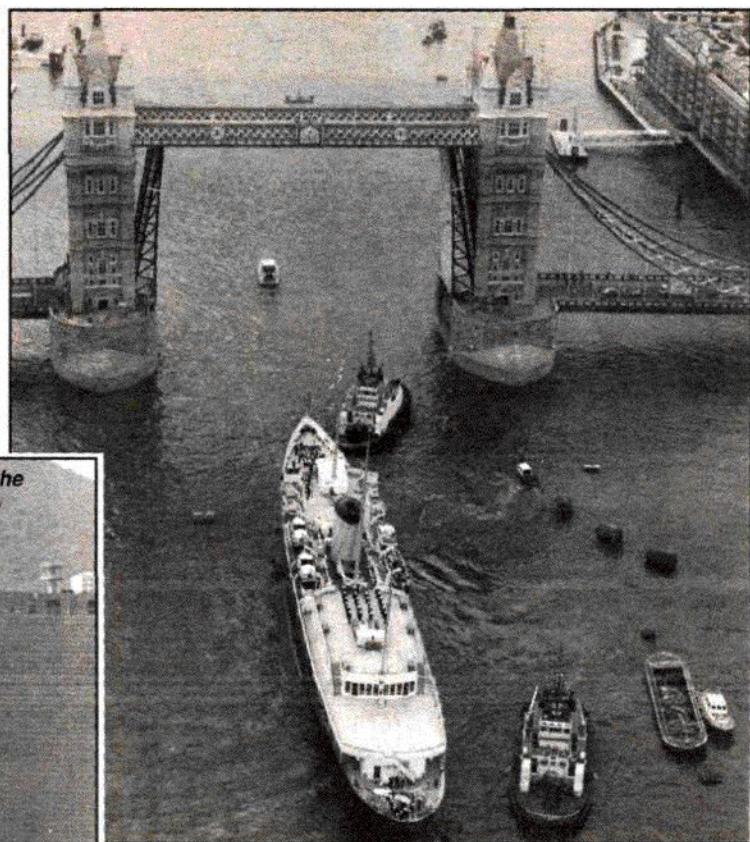
The Yacht has now steamed – literally, as one of the last steamships in the Royal Navy – well over a million miles, visiting just about every Commonwealth country at least once, and has been seen in almost every ocean and sea around the world, from Iceland to South Georgia.

She has carried honeymooning Royals, including the Prince of Wales and the Princess Royal, and acted as a trade centre for British industry, helping to secure deals worth hundreds of millions of pounds during various "Sea Days".

Though Britannia's future is yet to be decided, she has served her queen and country with distinction.



● Skyscrapers dwarf Britannia as she enters Hong Kong harbour in 1986.



▼ Gently does it – Britannia edges her way beneath Tower Bridge during her visit to London in 1993.

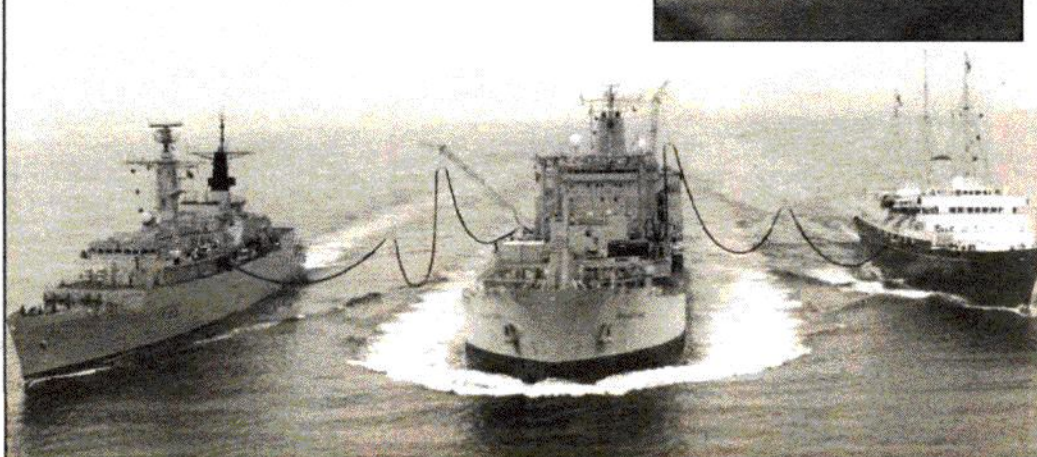
◀ Royal welcome – the Queen waves to Concorde off Barbados during the Silver Jubilee tour to the Caribbean in 1977. The supersonic airliner had been flown in to take the royal party home at the end of the tour.

▼ Pulling power – the Royal Yacht as naval tug. During a tour of the Caribbean and South America in 1973, RFA Blue Rover, accompanying Britannia, suffered an engine room fire off Pitcairn Island. The Royal Yacht took the tanker in tow, hauling her 1,200 miles over the course of a week to Tahiti, an impressive feat of seamanship.

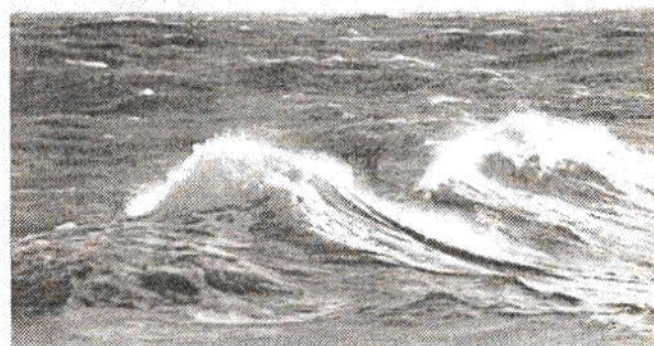


▲ Icebound – the Royal Yacht is surrounded by ice floes in February 1994 while berthed in New York as part of a series of commercial events and business seminars.

▶ Fill her up – the Royal Yacht undergoes Replenishment At Sea (RAS) in the company of RFA Brambleleaf (centre) and Type 22 frigate HMS Battleaxe (left). Britannia was heading for Malta in June 1992, taking the Queen to the island for the 50th Anniversary celebrations of the George Cross.



1997 THE YEAR OF THE SEAFARER



YESTERDAY TODAY TOMORROW
OUR SURVIVAL DEPENDS ON OUR SEAFARERS

The Year of the Seafarer is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

PLEASE HELP US TO SUPPORT OUR SEAFARERS
SEND YOUR DONATION OR ASK FOR MORE DETAILS



**KING
GEORGE'S
FUND FOR SAILORS**

Registered Charity No. 226446

To the Director General, KGFS,
8 Hatherley Street, London SW1P 2YY. Tel 0171-932 0000.

I would like to learn more about the work of KGFS ☐

I enclose my gift of £ towards the work of the Fund.

NAME

ADDRESS



● CPO Norman Barlow, RN Sea Angling Champion for the second year running.

Angler of the year

SEA ANGLER CPO Norman Barlow from HMS Sultan is the RN/RMSAA Individual Champion for the second year running.

He produced consistently good results in the 27 competitions held last year and is also the father of Junior Champion Chris Barlow.

Sultan's Jim Steptoe is this year's Individual Boat Champion and LCK Cliff Newbold took the Shore Champion title.

Dryad's Norman Berry won the Associates Cup and Teresa Baker took the Ladies Shield.

Team results: Association Champions, HMS Sultan, Boat Champions, HMS Dryad, Shore Champions, HMS Sultan, Shore Team knock-out HMS Sultan.

For details of the RN/RM Sea Angling Association contact CPO Simister on 01705 284335.

Teams sought for 40-miler

SHIPS and establishments are being challenged to enter teams in a 40-mile trek from Keswick to Barrow.

The annual event has raised more than £500,000 for charity since its inception in 1967 when it was won by HMS Resolution.

Scenic route

Starting at Roughow Bridge, the route takes teams through Grasmere, Elterwater, Machells Coppice, Lowick, Osmotherley Moor, Marton and Dalton.

Free refreshments are provided and the route is clearly marked throughout, and there are a number of trophies to be won.

For more details, contact Mr Dennis Whittaker, VSEL Barrow-in-Furness, Cumbria LA14 1AF Tel 01229 823366.

Highs and lows for cross country runners

THE NAVY achieved some excellent individual performances at the Interservice Cross Country Championships on a testing, hilly and muddy circuit at Deepcut near Camberley, writes Lt Cdr Bob Chapman.

Although the Army dominated the team races on the wet and windy day, Lt Ginge Gough triumphed in the veterans event.

In the juniors 4-miler, the Army provided the bulk of the front runners but two Navy athletes, Kevin Steele and Jon Novak (CTCRM) slotted in amongst them.

Steele then worked his way steadily towards the leader, only to fail by just 70m and was disappointed with his silver medal.

He ran very well and has enormous talent. The young team did well but couldn't quite match the Army's strength in depth.

Results: 1st Fisher (Army) 23.48 2nd Steele (RN) 23.59 3rd Novak (RN) 24.26 8th Haining (RN) 25.55 10th Taylor (RN) 25.58 11th Wilcox (RN) 26.58. Overall: 1st Army 16 2nd RN 23 3rd RAF 54. The next race was the Veterans (6

Soccer squad were minutes from victory

THE ROYAL Navy soccer squad came within just four minutes of winning a third consecutive Interservices crown.

The Army provided the opposition for the Navy's first game at Burnaby Road.

With ten players in the current Combined Services team and with a victory over the Army already under their belts this season, the RN were strong favourites from the start.

The Navy settled quickly and, playing with a confidence merited by their recent results, soon adapted to the testing conditions after heavy rain.

After just seven minutes, CPO Will Flint (Yeovilton) won possession on the edge of the penalty area.

His snap shot brought a fine save from Elliot in the Army goal but CPO Steve Johnson (SCU Laydene) was perfectly placed to drive the rebound home to give the Navy an early lead.

With confidence boosted even further the Navy took charge. LPT Paul Willets (Dolphin) was outstanding at right back and PO Chris Long (771 Sqn) was a tower of strength in midfield.



● RN Soccer Squad's PO Nigel Thwaites was also man of the match in the Navy Cup

A succession of Navy corners forced an increasingly desperate defence by the Army and the referee did not hesitate to award a penalty when POPT Steve Riley was pushed. Riley took the spot kick himself but sent it over the cross bar.

The Army drew level after 35 minutes when an excellent clearance by the keeper saw WO Higgins make a strong run through a hesitant Navy defence for a 25-yard shot into the bottom right hand corner of the net.

The Navy went ahead again in the 44th minute when PO Nigel

Thwaites found CPO Johnson in the area for him to crash home his second for the RN.

In the second half the Army worked hard but couldn't make any impression on the RN's solid defence who kept their concentration even after a 10-minute flood-light failure.

So when the Navy squad travelled to Uxbridge to take on the RAF they were playing for a hat trick of Interservice victories.

The Navy were soon into their stride and it took some stout defending and the outstanding form of RAF keeper Healey to prevent the RN from taking the lead in the first half.

A perfect start to the second half followed when a good corner taken by POPT Eric Barrett on the right was met with a superb header by Johnson for a 1-0 lead.

The Navy held on against a tide of pressure until the RAF headed home an 86th minute equaliser.

The RAF went on to beat the Army 5-1 and became this season's Interservices Champions on goal difference.

□ The RN squad had to settle for a draw against the Civil Service who's 89th goal brought the score level at 1-1.

□ The Navy demolished Guernsey 3-0 in their Channel Island away game.

Sultan celebrate Navy Cup double

HMS SULTAN pulled off a unique double when they defeated HMS Sea Hawk 4-3 in the Navy Cup final having beaten them in the final of last season's Cricket Cup.

In a pulsating start to the match, Sultan established a two-goal lead in the first seven minutes, with goals from CPO Arnie Ormston in the third minute and an own goal from Sea Hawk's S/Lt Rob Smith.

Sea Hawk reduced the lead in the 15th minute when PO Ian Pattison scored from 15 yards when Sultan failed to clear a corner.

Two minutes later Sea Hawk's NA Dean Kean was dismayed when PO Ian Faulkner made a point-blank save from his shot to prevent an equaliser.

In the 20th minute, Sultan were reduced to ten men after LA Ivan Sadd was dismissed for a foul and Sea Hawk quickly took advantage. A minute later PO Andy Hurry shot past Faulkner to make it 2-2.

After a period of end-to-end play, Sultan went into half time with a 3-2 lead after PO Chris Holmes took a long throw on the left for Ormston to connect with an overhead kick.

In the 80th minute Sea Hawk's CPO Mike Christopher took advantage of a mistake on the edge of the area to shoot powerfully past Faulkner's despairing dive.

The last 10 minutes were an exciting battle and it was Sultan's PO Neil Copeland who headed in the decisive goal with just 90 seconds remaining for a 4-3 victory and the first Navy Cup Soccer win since 1988.



● Copeland, Sadd and Thwaites celebrate Arnie Ormston's first goal for Sultan in the third minute

Athletics

miles) and it was a personal triumph for Collingwood PTRO Lt Ginge Gough in his second year as a veteran.

He came 90th (3rd veteran) out of about 2,000 runners in the Southern Championships at Parliament Hill Fields.

In the three-mile ladies was also dominated by the Army but Lt Claire Norsworthy, who has been running well throughout the winter over half marathon and other long distances, gritted her teeth for the shorter run and fought hard to finish 9th.

The last race was the Men's six-miler. The individual winner was Mark Flint (RAF) who is a top class runner and led from the gun to the tape.

The Navy champion Mark Croasdale (CTCRM) chased him hard on the first lap and was able to keep up with him on the hills, but he found Flint's leg speed on the flatter sections too fast and gradually lost ground.

He was eventually overtaken by the Army champion but held on for a well-

deserved bronze, well clear of the rest of the field.

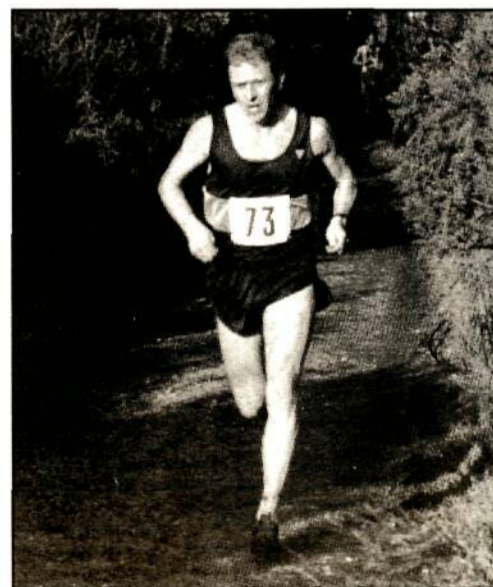
Chris Cooke (CTCRM) recorded a personal best finishing 13th and Mark Goodridge (HQRM) finished 18th.

o A very muddy Staunton Park, Havant, was the venue for the English National Cross Country and the RNAC ladies team took full advantage of the home venue in their first entry to this event.

□ Marine Mark Croasdale registered his second successive victory in the South Wales Winter League when he smashed the course record in the 3.5-mile Sugar Loaf race at Pantygelli.

He finished the course, which includes a 1,150ft climb, in 25 minutes 52 with almost all the other runners out of sight. The next man was over two minutes behind.

□ Terry Pares (RM Poole) and Simon Sheard (CINCFLEET) ran together for 12 miles of the Blackmore Vale Half Marathon before Sheard eased ahead to reverse their Interservices results. Peter Walker (HQRM) finished 5th and the RNAC easily won the team prize thanks to steady running from Al Rich (Osprey) 7th (and first veteran) and Heron's Russ Stevens.



● Navy Champion Mark Croasdale held on for a bronze medal in the Interservices Cross Country.

In brief

TWICKENHAM is the venue for two Interservices rugby union matches this month with the RN V Army game on April 12 and the RN V RAF fixture on April 23.

Adult tickets are £10 (one free for every 20 sold) and car passes for the Rosebine car park are £5. For credit card sales call 01705 865575 (a small charge will be made) or for postal sales ring 01705 724193 or write to the RNRU ticket office, HMS Temeraire, Burnaby Rd, Portsmouth PO1 2HB.

RUGBY stars Crayshaws' Welsh XV are heading for Plymouth this month to take on a President's Invitation XV drawn from Devonport Services RFC on the 75th anniversary of their first encounter between the two clubs.

The match will be played at the Rectory Ground on Tuesday April 22 with a 7pm kick off. Tickets priced £5 for the stand and £3 in the ground are available from Dave Burgess, DSRFC, on 01752 766959 and Ruth Wainwright on 01752 263455.

THE 1997 Interservices basketball championships at RAF Cosford were dominated by the RAF and the Army with the RN failing to win a match in the senior, junior or women category.

The Army were undefeated in the senior games but the RAF came top in both women and junior categories.

RACING at Exeter on April 30 will be sponsored by the Royal Navy and Royal Marines to help raise cash for King George's Fund for Sailors.

The RN and RMs will each lend their name to a race on the beautiful West Country circuit while a collection is made for KGFS who are celebrating their 80th anniversary.

AS THE road running season begins to wind up to the Spring marathons, the RN Athletics Club is keen to find RN competitors who would like to join the 'winning team.'

For more details of the club and the races, contact either Simon Sheard on Northwood 37608 or Al Rich on Osprey 5449.

WILD WATER kayak and canoeist CPO Mike Smith won the individual mens kayak event at the Interservices championships on the River Nith near Dumfries, one week before retiring from the Navy.

Sgt Paul Farr and Cpl Nick Redshaw won the two man event by 54 seconds but a lack of strength in depth forced the RN to settle for third place overall. In all, five top paddlers are leaving the Navy before September so new blood is required. Contact Lt Cdr David Gibson on RAF Wyton 6824 for details.

OFFICERS who would like to form a football team to take on their counterparts in the RAF and Army are also asked to contact Lt Cdr Gibson on RAF Wyton 6824.

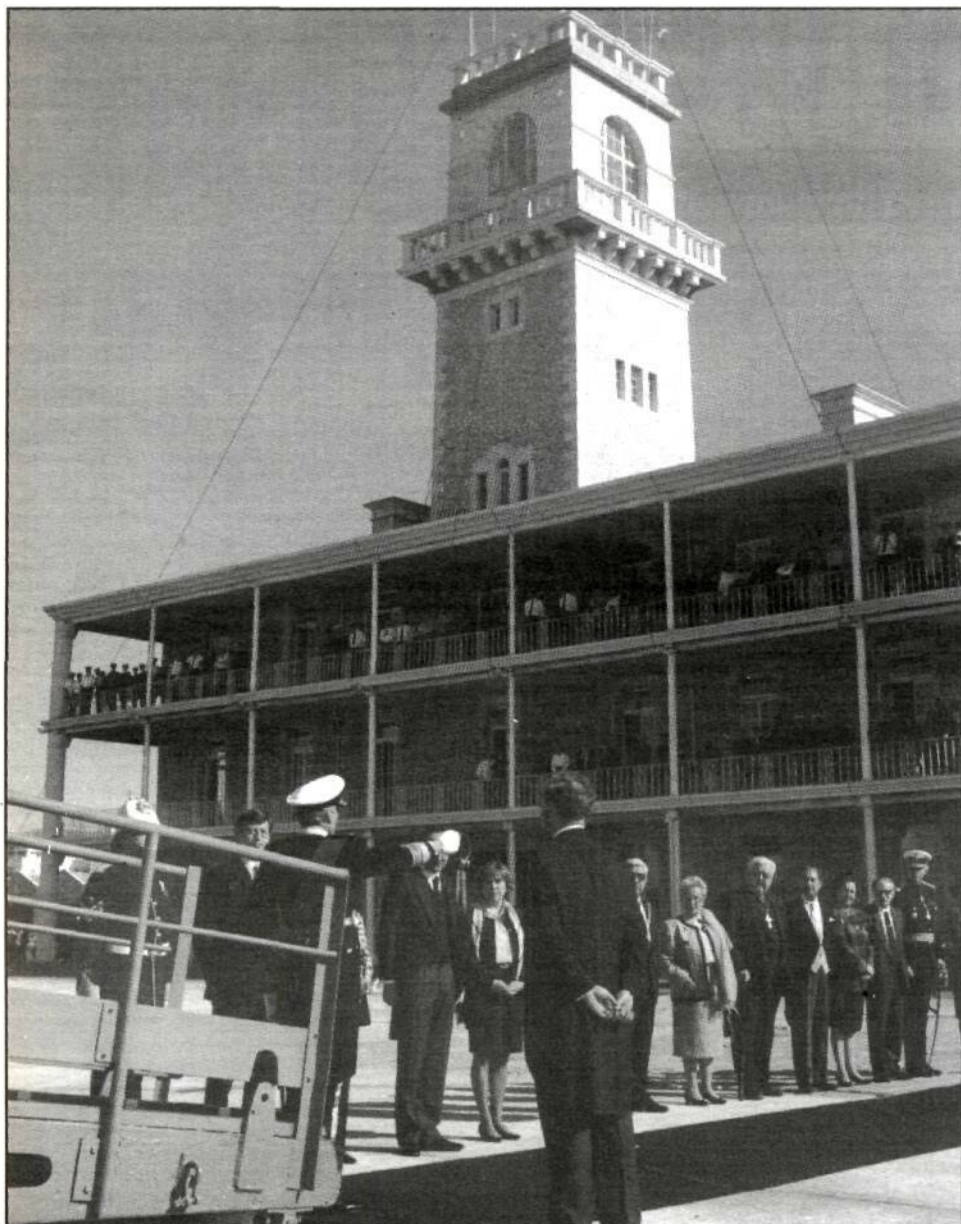
The other Services already have officers' teams and the plan is to challenge them as well as MOD civilians and the Police.

HMS RALEIGH was the venue for the annual URNU sports weekend hosted by Birmingham University RN Unit.

Seven-a-side rugby and 11-a-side hockey knockouts were played in great spirit between 14 different units. Glasgow & Strathclyde won the rugby and Southampton won the hockey and the Drake Shield for the most combined points total from both events.

Mike Gray talks to the admiral who became Governor of Gibraltar

Politics and pageantry



● Closing the door – Admiral White grasps the keys to the city of Gibraltar in a final salute to the Rock, watched by the staff of HQ British Forces at The Tower in the Naval Dockyard.



● Admiral and Lady White wave goodbye to Gibraltar as Type 23 frigate HMS Montrose prepares to sail from the Naval Dockyard.

BEING Governor of a small rocky outcrop does not sound particularly impressive, but matters relating to Gibraltar tend to carry far more weight than would at first seem likely.

Thus the Governor of Gibraltar finds himself at the heart of a disputed Dependent Territory standing at one of the world's great strategic crossroads.

Admiral Sir Hugo White (57), who recently retired from the Governorship and from the Royal Navy, was well aware of the burden of responsibility, which far outweighs the size of the territory.

The former Commander-in-Chief Fleet said: "As Governor you step into a closely-packed political minefield which is completely unfamiliar.

"It may sound like a good loaf, but it's quite challenging because of the complexities of the political, economic, security and law and order scenes, as well as the Garrison and its roles.

"So in fact it's demanding, fun, stimulating, and anything but a loaf.

"Gibraltar's problems are best considered as a triangle. There is the relationship with Spain at one corner, which is almost permanently difficult.

"The relationship with the UK is at another corner, which has at times been difficult, and there's the relationship with Brussels at the third corner.

Garrison

"At the centre you have the word 'economy', and this is where the MOD and Garrison come in, because from a period about 20 years ago the MOD used to contribute something like 65 to 70 per cent of the Rock's economy.

"We're now down to eight or nine per cent, and planning to drop further with the continuing MOD rundown.

"So, to go back to the triangle, in Gibraltar, if any politico-economic topic comes up, if you touch the triangle anywhere, the other corners and centre resonate in some way."

Although the Governor is also Commander-in-Chief of the Rock, day-to-day military business passes directly from the Commander of British Forces to the MOD through



● Governor's garden – Admiral White at his official residence.

Permanent Joint HQ at Northwood. The Governor acts as the formal link between the Gibraltar government and the Garrison, and in ceremonial and matters of State, the Governor is very much the man in demand.

"The primary role of the Governor is to represent Her Majesty. Gibraltarians love pageantry, so there are a number of parades which, I have to say as a submariner, can be quite a challenge – most submariners being allergic to ceremonial – but it has been a very moving experience to be the Queen's representative in a corner of the British domain so intensely loyal to the Crown."

Admiral White regularly visited Gibraltar during his Navy career, first stepping ashore on the Rock in the late 50s, but the thought of taking up residence in the Convent, the Governors' base since 1728, never crossed his mind.

But when Admiral White took up the reins in December 1995, he had certain objectives in mind.

"I had a very clear idea that there was a need, because of a recent period of overt tobacco smuggling at sea, and also drug-running, that one of my most important functions was to take a hard grip of law and order.

"Happily, because the political mood was changing, a number of factors locally had themselves already been pushing in that direction, not least my predecessor."

The Navy's Gibraltar Squadron – patrol craft HMS Ranger and Trumpeter – have played their part in the crackdown on smuggling, which on some nights saw a number of high-speed boats crossing the Strait.

Close liaison by local police, customs and the RN Gibraltar Squadron, with the help of other observers from the Garrison high up on the limestone crag, has virtually put an end to flagrant seaborne smuggling, though Trumpeter and Ranger still help keep a close watch on boats passing through

Gibraltar's disputed territorial waters.

Other ambitions included seeking a positive equilibrium with Spain, and fostering the Rock's economy.

Admiral White made an unofficial visit to the embassy in Madrid, and also accompanied Foreign Secretary Malcolm Rifkind to Spain in January for the Brussels talks.

"I tried to get over to the Spanish the views of the Gibraltarians, and suggested that they should try a different, more positive approach to Gibraltar."

"There was a very robust exchange of views, and Spain of course reiterated its well-known position on sovereignty which was strongly rebutted."

Frigate

The departing Governor took many happy memories with him when he and Lady White stepped aboard Type 23 frigate HMS Montrose in February.

"Perhaps the most dominant is of the warmth of the Gibraltarians. They are a very generous people, and in many ways a model for the world to follow – there's a wonderful ethnic mix here, but no racism or religious intolerance at all."

Admiral White was met off Plymouth by First Sea Lord Admiral Sir Jock Slater, and HMS Monmouth made a close pass and cheered ship – of special significance to Admiral White as her predecessor had been commanded by his grandfather and sank with all hands at the Battle of Coronel in 1914.

At Devonport a band awaited the Navy's second most senior admiral.

But his travelling days are not over.

"I'm going to take a sabbatical for a year, and then I'm going to write a biography of one of my ancestors, one Admiral Moresby, who retired in 1854 as Commander-in-Chief Pacific.

"That should take me to Mauritius, Valparaiso and Vancouver, which should ensure some decent runs ashore."

Past success and faith in the future

AS WELL as saying farewell to the Rock, Admiral White was also ending a career with the Royal Navy which stretched back almost 40 years.

"I've been very lucky in my Naval career – it's been immensely varied," said Admiral White.

"I started off in submarines, which gave me good professional grounding early on."

He served with HM Submarines Tabard, Tiptoe and Odin, becoming navigator of HMS Warspite in 1967. By 1969 he was Commanding Officer of HMS Oracle.

He then moved on to the surface fleet, working in frigates, and was CO of HMS Salisbury during the Cod Wars in the mid-1970s.

Admiral White then alternated sea-time – he was CO of HMS Avenger and Captain F4 in the Falklands – with jobs at the Ministry of Defence.

Balanced

"At that time of life work at the MOD starts to get very interesting as you see the politico-military connection, but I kept going back to sea with more commands, so it has actually been a very balanced existence.

The broader picture was completed when Admiral White moved into naval aviation and task groups – in 1987 he was appointed Flag Officer Third Flotilla and Commander Anti-Submarine Warfare Striking Force Atlantic.

His final position before the Governorship was as Commander-in-Chief Fleet, Allied Commander-in-Chief Eastern Atlantic and Naval Commander North Western Europe.

"It was an action-packed career, with Cod Wars and the Falklands thrown in, but it was also a lot of fun.

"And I'm ending it in this rather curious position as Governor of Gibraltar. From here I can look back at the Navy from a little to one side, and it makes me realise how lucky everyone is in the Navy because of the other people in it.

"I think the same goes for the other services – it's the people that make it fun, and who are

of a calibre second to none.

"The quality is not just confined to the officers either – I have been hugely impressed by the calibre of the youngest sailors and their grip of what is going on, and by the way that their maturity has increased over the time I have been in the service."

Admiral White has no fears for the future of the Navy, despite the reductions in size of fleet and manpower he has seen during his career.

"I think it would have been extraordinary if the Navy and other services had not been cut back at the end of the Cold War.

"The crucial question when reducing the Navy is always how to retain a relevant, potent and balanced fleet with blue-water reach to protect our country's interests worldwide, and support NATO.

"There is a capability threshold below which you risk decline into a largely brown-water navy with only some deep-water capability, and below that lies a steepening slippery slope into increasing inadequacy.

"At present, although our cloth is less extensive than it was in Cold War days, we retain an impressive broad, deep-water capability with power projection, as is illustrated by our ability to sustain operations and exercises worldwide.

"The arguments for retaining our balanced fleet are very strong, and provided we deploy them well and maintain our current reputation for high professional standards – which I am sure we shall – there should be no cause for concern about further shrinkage in fleet size and punch."

His interest in the Navy did not end when Admiral White became Governor.

"I have been particularly pleased by the way, within the Garrison here, the Navy has helped in prosecuting seaborne smuggling.

"All the Services have assisted co-ordinating the police and customs, which has been a roaring success, and we've built a joint operations room – I hope that entire effort goes from strength to strength."



● Due South – the Gibraltar Squadron heads out into the Strait.

Service takes tennis title

IN A THRILLING climax at the Portsmouth Indoor Tennis Centre the Royal Navy men won the 'B' Championships for the first time.

A strong team performance ensured that the Navy led the championships from the start.

The pick of the individual performances was 2/Lt Austin Coventry's debut with straight set wins over both RAF and Army number ones.

But it was Lt Aden Kelly's battling three-set win over the Army number two which set the team off to a winning start.

On the second day it was B Team Captain Lt Sudhir Tailor and Lt Cdr Andy Mills who clinched the title with their two wins, including a gutsy recovery to beat the RAF having lost the first set.

Results

The individual results (Navy players first) were:

Lt Kelly beat Maj Thompson 6-4 5-7 6-4, 2/Lt Coventry beat Sqn Ldr Doherty 6-2 6-4, Lt Kelly lost to Sgt Ramsden 4-6 0-6, 2/Lt Coventry beat Capt Amison 6-2 6-3.

In the doubles Lt Cdr Mills and Lt Tailor beat Cpl Davitt and Sgt Johnson 5-7 6-4 6-2 and Maj Thompson and Pte Flynn 6-1 6-4.

Lt Kelly and 2/Lt Coventry lost to Capt Amison and Chris Bartle-Jones 4-6 3-6 and to Sqn Ldr Doherty and Sgt Ramsden 2-6 6-7.

The overall results were: Royal Navy 5 Rubbers: RAF 4 Rubbers: Army 3 Rubbers.

Men who would like to play Navy tennis this summer should contact Cdr Rob Bosshardt (JSDC Greenwich.) Ladies should contact Lt Cdr Carolyn Crumplin (care of HMS Vincent.)

PARAS FALL TO FITTER SAILORS

SUPERIOR fitness and raw aggression led the RN rugby union squad to a 20-nil victory over soldiers from the Parachute Regiment.

The newly founded Navy squad were invited to compete in the Army nine-a-side competition at Chatham and their triumph over 1 Para ended a two-year unbeaten run by the reigning champions.

In the league section of the competition the RN started well by winning their first three games.

The squad beat 38 Engineer Regiment 18-nil, 16 Regiment Royal Artillery 16-10 and 11 Signals Regiment 22-nil.

The final match of the league section produced the first battle with 1 Para and the despite a tactical decision to field a weaker team to save players for the final the RN lost only narrowly by 6pts to 4.

In the semi-final the Navy met 7 Royal Horse Artillery and turned on the style for a 32-8 victory

Rugby League

which led to a showdown with 1 Para in the final.

Despite their track record, the Paras were no match for the RN whose solid defence unsettled them from the kick off - at one point the Red Berets were camped on the Navy line for 18 tackles..

Driving force

The sailors' driving force put the soldiers on the back foot and their 20-nil win reflected a superb team performance.

PO Andy Steel (Osprey) was voted runner-up in the man of the tournament awards and the RN scored 112pts while only conceding 24 in the entire competition with OM Kevin Dufton (Dryad) scoring seven of the 25-try team tally.

Team members put their success down to hours of training

with POPT Wayne Okell (Collingwood) who devises their coaching and fitness regime.

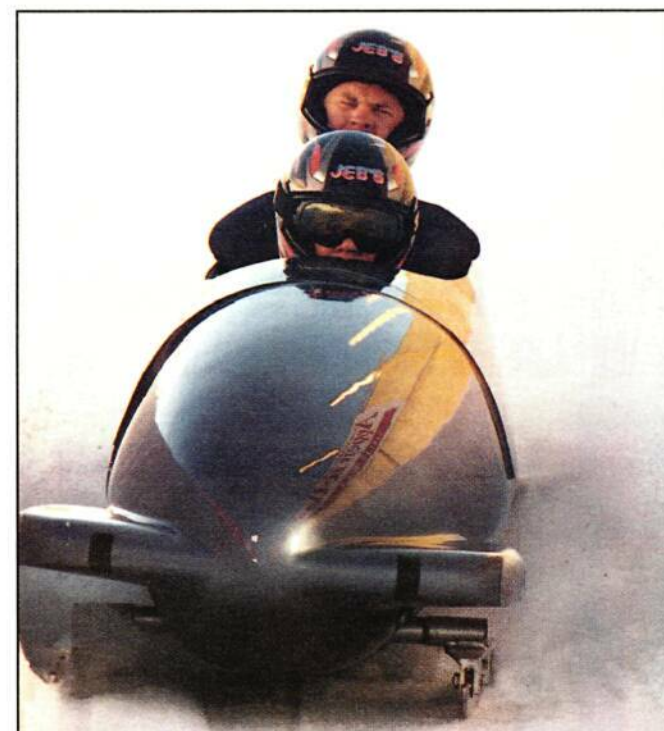
The RN Rugby League played its first game on February 27 when Osprey were beaten 42-20 in a 12-try spectacular by visitors HMS Collingwood.

And the RNRL played its first Command level match at Burnaby Road last month where Portsmouth beat Naval Air Command 30-16.

Any units wishing to enter a rugby league team for this summer's season should contact POPT Wayne Okell, RS Steve Smallbone or RS Paul Wilkinson on HMS Collingwood extensions 2233, 2767, 2816 respectively.

Rugby League is new to the Navy and will not receive funding in the first year while its popularity is assessed, so every team that registers will help to ensure its recognition and provide a larger pool from which to select the Interservices team.

To avoid conflict with the RN Rugby Union, all League games will be played in the summer.



● Lt Paul Attwood hits the brakes for driver Mne Lee Johnston. The pair were second in the individuals and became the new Navy Champions. Picture: G3 Media Operations, HQ Land

Rough ride for bobsleigh team

THE RN Bobsleigh team finished second in the Interservices championships at St Moritz despite a long run of bad luck.

The team were let down at the last minute and it was left to brakeman CPO Graham Inchley to train as a driver in the hope that another brakeman could be found at the competition.

Biathlete Mne Simon Robinson volunteered but on the first day of training the track managers continued to allow fare-paying passengers on course in 'taxi-bobs' and training had to be abandoned.

The problem was sorted out the next day but the infamous Horseshoe bend began to take its toll of the inexperienced and unwary.

Crashes

Mne Robinson and CPO Inchley both displaced their collar bones in a crash and Inchley required repatriation for surgery.

The team were down to three crews and no spare bodies when Lt Malcolm Clucas and CPO Doug Davie crashed at no-name injuring Doug's back and damaging the bob.

So at the start of the competition they were down to three bobs, one of them rented, and the team included a brakeman borrowed from the Army.

Mne Lee Johnston and Lt Paul Attwood lay in second

place at the end of first day but Clucas was unexpectedly disqualified for having an Army brakeman.

At the end of the second day the RAF withdrew when they were reduced to two bobs after a crash on the firstlauf.

The last two laufs did little to change the running order despite a valiant attempt by Brian Court and Lee Norris to claw back a place from the Army in RN3.

They drove well all week but a slight miscalculation on the exit from Horseshoe was their downfall and they crossed the finish line on the final lauf on their sides giving the Army a clear win for the Army, with the RN in second place.

Attwood and Johnston were second in the individuals and are the Navy champions.

The result was a great achievement considering that the team have no major financial sponsorship, relying on Churchfields Vehicle rentals for transport and on Duofold for their cold weather clothing.

London triathlon to rival marathon

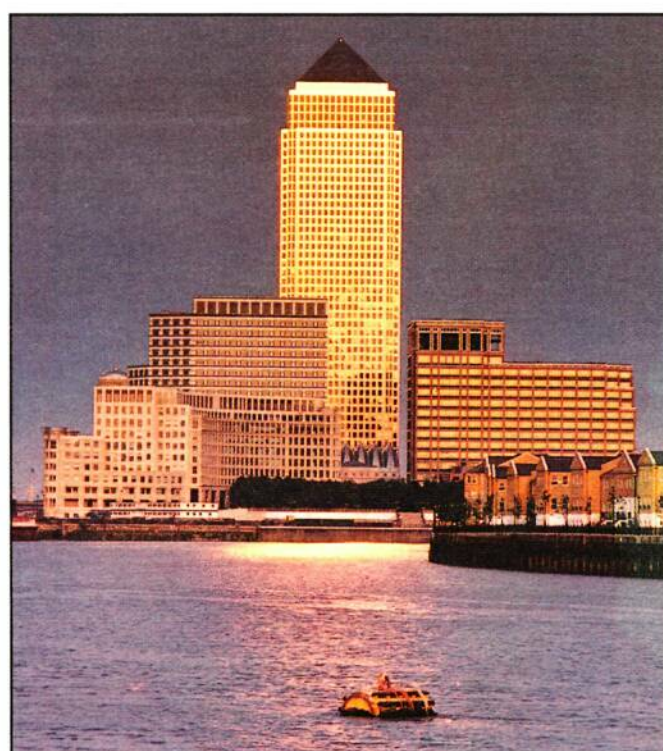
NAVY triathletes have adopted the brand new London Triathlon as one of the core events of their season.

The triathlon will be held on September 21 and is certain to be the biggest of its kind in Britain, if not the world.

The Olympic distance event will see athletes completing a 1500m swim in West India Dock before a 40km cycle to the City Airport and back and a 10km run at Canary Wharf.

There will also be a 'sprint' event over a shorter distance to encourage novices and a corporate relay where competitors tackle one discipline each.

Naval personnel who are interested in the event should contact Capt Mark Freeman RM at HQRM, Whale Island, telephone 01705 547524.



● The London Triathlon starts with a 1500m swim in West India Dock before a 40km cycle and a 10km run on Canary Wharf.

Sultan boxers give Cambridge the blues



● MEM Doddington's fast, hard, combination punching proved too much for Cambridge's Freeland. Picture: HMS Sultan Photographic Unit

THE ANNUAL showdown between Cambridge University and Royal Navy boxers at HMS Sultan resulted in a 7-4 RN victory.

Staged in the new sports and recreation centre, MEM Lawton made his boxing debut in the opening bout but lost on a majority decision after three close-fought rounds.

MEM Doddington's barrage of hard-hitting combinations in bout number two proved too much for Freeland and the fight was stopped in the second.

MEM Munday, also making his boxing debut, started his bout against Cartwright at a furious pace and was doing well until a vicious right hand from the student forced the referee to stop the fight in the second.

LAEM Elliot put up a fine performance against a far more experienced opponent and ran out a respectable runner-up, and MEM Carron's power hitting tactics won him a unanimous decision over Pinsett in the next fight.

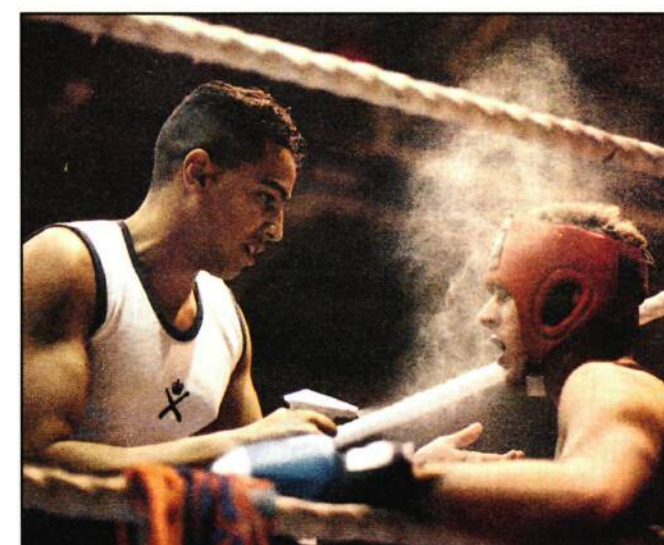
The university kept the lead after Bouqdid used his height and weight advantage to keep the rugged OM

Hutchinson at bay to win on a majority after three rounds.

With the sailor's trailing 4-2, the team trophy seemed to be slipping away but a thunderous right from Lt Lavin in bout seven KO'd his opponent and steered them back on course.

WEM Newcombe brought the tally to 4-4 when his bout was stopped in the third and LPT Newcombe continued the fightback by winning a close points decision.

LPT Moore took on the university's heavyweight champion Smith and despite giving away 8lbs in weight kept at close quarters to win a unanimous decision. LMEM Randon's opponent failed to turn up. Coach LPT Q Shillingford was delighted with his team who gave 100 per cent.



● Sultan boxing coach LPT 'Q' Shillingford prepares LAEM Elliot for round two of his light middleweight contest. Picture: Sultan Photographic Unit

